



HURLBURT FIELD MEMORIAL AIR PARK GUIDE



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PICTURED HERE is a C-47 of the unique and “secret” 5318 Provisional Unit (Air) (Collecting Unit), the glider towing / snatching air force of the 1st Air Commando Group. This was the unit carrying the “Question Mark in a Circle” insignia, as seen in the photo. Joseph C. Lucke of the 5318th furnished the photograph.

Lend-Lease Douglas Dakota FD947 ex 42-24006 C-47A-40-DL c/n 9868 arrived in the United Kingdom on 11 August 1943 for the RAF. Eight days later it arrived in India and was transferred to the USAAF on 26 October 1944 and struck off charge, presumably after battle damage, on 31 December 1945. It is depicted somewhere in South East Asia Command with visible damage and carrying the unique markings of the USAAF 2nd Air Commando Group. Between 12 November 1944 and 4 October 1945 the group was based at Kalaikunda, India. (Via Peter M Bowers).



AC-119G SHADOW



Primary Function:
Cargo/Gunship
Builder: Fairchild-Hiller Corporation
Power Plant: Two Wright R-3350 Turboprops
Maximum Takeoff Weight: 77,000 lbs.
Maximum Speed: 270 mph.
Cruising Speed: 174 mph.
Service Ceiling: 24,400 ft.
Range: 1,708 miles.

SPECIAL OPERATIONS USE

With the Vietnam conflict escalating in intensity and the aging AC-47 unable to keep pace with operational demands for longer air loiter time and firepower the USAF began searching for a replacement gunship. The C-130 was desired, but cost prohibitive and the new Hercules was sorely needed to perform its primary cargo role. In 1968 the USAF found their solution in the C-119 (Flying Boxcar) and reassigned 52 C-119s from PA & IN USAFR units. Twenty six Aircraft designated “Shadow” were configured in the G-Model consisting of four 7.62mm mini-guns for the purpose of base defense. A maximum of 50,000 rounds of 7.62mm ammunition could be carried for day missions and 35,000 rounds for night missions. Later aircraft incorporated a AVQ-8 20kW Xenon light, a Night Observation Device (NOD), a LAU-74A automatic flare launcher and 1.5 million candlepower illuminator (with 24 and 60 flares for night missions), fire control computers, and APR-25 & APR-26 radar warning receiver/ECM gear. The remaining twenty six aircraft designated “Stinger” were outfitted with underwing J-85 Westinghouse jet engines, four mini-guns, and two 20mm M61A1 cannons capable of unleashing up to 6,000 rounds per minute per gun., a forward-looking AN/APN-147 Doppler radar, a AN/AAD-4 Forward-Looking Infrared Radar (FLIR) system, and an AN/APQ-136 search radar to perform hunter/killer role as the K-model.

AC-119G TAIL #53-3144 HISTORY

Taking delivery on 23 Apr 1954 aircraft 53-3144 performed troop carrier assignments in both, active and reserve units in Japan, Oregon and Texas last serving with the 143s SOG, Rhode Island ANG, Warrick RI before transfer to AMARC “the Boneyard”, Davis-Monthan AFB, Tucson AZ where it was sold to a private civilian in 1975. The aircraft sustained major damage from a runway accident in Mexico. 53-3144 was purchased by another individual, repatriated in 1984 and stored in Laredo TX until exchanged by the owner for another aircraft from the USAF. Its final flight occurred on 23 Sep 1987 when it was flown to Hurlburt Field to undergo engine and propeller changes and take its place of honor in the Airpark with installation occurring on 28 Jun 1988.



Aircraft 53-3144 was utilized for crop dusting until profits dried up and then as a method to convey contraband television sets from Texas to Mexico until impacting a large cactus in the middle of a runway in Mexico.

C-46D COMMANDO



Primary Function: Cargo and personnel Transport /Glider Tow
 Builder: Curtis Aircraft Company
 Power Plant: Two Pratt & Whitney R-2800
 Maximum Takeoff Weight: 56,000 lbs.
 Maximum Speed: 269 mph.
 Cruising Speed: 183 mph.
 Service Ceiling: 27,600 ft.

SPECIAL OPERATIONS USE

The C-46 Commando entered service with the USAAF in 1942 and was the largest and heaviest twin-engine aircraft to see service with the USAAF. Although it saw action in every theatre, carrying twice the cargo and personnel as the C-47 the C-46 was a natural selection to support the China-Burma-India Theatre (CBI) of Operations during WWII. The C-46 ferried personnel and cargo over the famous “**Hump**” and air passage over the Himalayan Mountains and supplied cargo to Air Commando’s in India and Burma. The C-46 boasted a large cargo door, folding seats to accommodate 40 troops, a far greater payload than the C-47, and it offered better high-altitude performance, which was one of the reasons it was used so extensively in the CBI Theater. In Europe, the C-46 was used to tow gliders and drop paratroopers during the Rhein River crossing in March 1945. D, and F models were used in Korea, and a few aircraft were used by Air Force Special Air Warfare Center in the early years of the Vietnam War. In 1962, with the reactivation of the 1st Air Commando Wing the C-46 supported the 319th Troop Carrier Squadron and was later pressed into service with Air America (the US sponsored airline in Vietnam), providing airlift during numerous covert operations.

C-46D TAIL#44-77424 HISTORY

Built in Buffalo NY and delivered to the USAAF on 16 Nov 1944. The actions taken by personnel/movements and historical records of this aircraft have been lost for the time spanning 1944 – 1949. In 1949, 44-77424 was gained by the USAFR and utilized to maintain proficiency by units in the states of Washington and California. With the outbreak of the Korean War in 1950 this aircraft served in the countries of Japan and Korea. Remaining in the Far East until 1955 and subsequently leased by the newly established Japanese Self-Defense Force it remained in service to Japan until 1980 when it was sold to a private individual. Through mutual interest the USAF exchanged a C-118 to acquire the C-46 through the USAF Museum Program and it arrived at Hurlburt Field on 12 Nov 1985 with airpark dedication occurring on 11 Oct 1986.

The C-46 was commonly referred to by pilots as the "Flying Coffin" with at least 31 known instances of fires or explosions in flight between May 1943 and March 1945, and many others missing and never found. Mechanics affectionately referred to the C-46 as the “Plumbers Nightmare.”



B-25J MITCHELL

Primary Function:
Bomber/Strafing
Builder: North American
Aviation

Power Plant: Twin
Wright R-2600-13
fourteen cylinder air-
cooled radial engines
Maximum Takeoff
Weight: 41,800 lbs.
Maximum Speed: 275 mph.
Range: 1,275 miles w/
3,200 lbs.

Ferrying range: 2,700 miles.

Armament: Eight forward firing .5-inch machine guns in the nose, two .5-inch machine guns in blisters on the Lt./Rt.



SPECIAL OPERATIONS USE

Named in honor of Major General William "Billy" Mitchell, a pioneer of U.S. military aviation. The B-25 was utilized in every theatre of WWII, however, the majority of B-25s were utilized in Asia and the Pacific. During the 1944 – 1945 Allied Campaign against Japanese Forces in the CBI Theatre, 1st Air Commando Group utilized B-25s extensively in close air support and interdiction roles in partnership with British General Orde Wingate and his Chindit commando's as well as to attack Japanese communication links and bridges..

B-25J-10-NC TAIL#43-28222 HISTORY

This B-25 was delivered to the USAAF on 7 Jun 1944 and assigned to various units until retirement to AMARC "the boneyard", at Davis-Monthan AFB, Tucson AZ on 1 Oct 1957. Noting its availability, the USAF transferred this B-25 to Hurlburt Field and reconfigured it to resemble the H-Model which supported the 1st Air Commando Group in the CBI Theatre.

The **Doolittle Raid**, also known as the Tokyo Raid, on 18 April 1942, was an air raid by the United States on the Japanese capital Tokyo and other places on Honshu island during World War II using 16 B-25s, the first air raid to strike the Japanese Home Islands. It demonstrated that Japan itself was vulnerable to American air attack, served as retaliation for the Japanese attack on Pearl Harbor on 7 December 1941, and provided an important boost to U.S. morale while damaging Japanese morale.



A-1E SKYRAIDER



Primary Function: Close Air Support
Builder: Douglas Aircraft Corporation
Power Plant: Single Radial engine Wright R-3350-26 (2700 hp).
Maximum Takeoff Weight: 25,000 lbs.
Maximum Speed: 318 mph.
Range: 900 miles
Armament: Four 20mm M2 cannons, Up to 8,000 lbs. of ordnance on 15

external hard points including bombs, torpedoes, mine dispensers, unguided rockets, and gun pods.

SPECIAL OPERATIONS USE

Developed for and delivered to the USN on 25 Oct 1954, the A-1 Skyraider proved its metal during the Korean War. In 1967 the USAF requisitioned 80 A-1 E/H/G variants for use by Air Commando's in Southeast Asia. Flown by the 602 ACS (call sign Sandy) who linked with the 1 ACS (call sign Hobo's) at Nakhon Phanom Royal Thai Air Force Base and the 56th SOW the A-1 served as a rescue helicopter escort, battlefield seed planter (releasing ordnance with small firecracker like explosives that detonated when placed under pressure. These served to compromise NVA positions) and served as a night interdiction destroyer with the "**Zorro's**" of the 22 SOS. In theatre A-1E aircraft were gifted to the Vietnamese Air Force when the USAF began operations with the A-7D Corsair II. The USAF lost 201 Skyraiders to all causes in Southeast Asia

A-1E SKYRAIDER TAIL#52-132598 HISTORY

This Skyraider was delivered to the USN on 25 Oct 1954 and operational at El Segundo, CA with USN and USMC squadrons. A short period of storage at Litchfield Park, AZ and Naval Weapons Center at China Lake, CA occurred. Aircraft 52-132592 served until 1971 when inspections at Eglin AFB revealed that flight stresses had compromised its ability to fly safely. In light of all A-1Es being given to the Vietnamese Air Force the National Museum of the USAF gained, configured and displayed this Aircraft on Hurlburt Field on 30 May 1972.



USAF Major **Bernard F. Fisher** piloted an A-1E on 10 March 1966 mission for which he was awarded the Medal of Honor for rescuing Major "Jump" Myers at A Shau Special Forces Camp.

USAF Colonel **William A. Jones, III** piloted an A-1H on 1 September 1968 mission for which he was awarded the Medal of Honor. In that mission, despite damage to his aircraft and suffering serious burns, he returned to his base and reported the position of a downed U.S. airman.

HH-3E JOLLY GREEN



Primary Function: Combat Search & Rescue, Transport
 Builder: Sikorsky Aircraft Div., United Aircraft Corp.
 Power Plant: Two GE T58-GE-5 engines
 Maximum Takeoff Weight: 22,050 lbs.
 Maximum Speed: 177 mph.
 Service Ceiling: 12,000 ft.
 Range: 600 Miles
 Armament: Two 7.62mm M60 Machine Guns
 Crew: Four (pilot, copilot, flight mechanic and gunner)
 Cargo: 25 passengers or 15 litters and two attendants

SPECIAL OPERATIONS USE

The HH-3E helicopter is a modified version of the CH-3 transport helicopter. Developed as a derivative of their S-61/SH-3 Sea King model, it features a substantially-revised fuselage with a rear loading ramp, a conventional though water-tight hull instead of the S-61's boat-hull, and retractable tricycle landing gear. The fuselage layout was used by Sikorsky for the larger CH-53 variants. It was developed for aircrew search and rescue missions deep within enemy-held territory. Fifty CH-3Es were converted to HH-3Es with the addition of armor, defensive armament, self-sealing fuel tanks and a rescue hoist. With a watertight hull, the HH-3E could land on water, and its large rear door and ramp permitted easy loading and unloading.

The first air-refuelable helicopter to be produced, the HH-3E's retractable fuel probe and external fuel tanks gave it a range limited only by the endurance of the aircrew. In fact, in 1967, two aerial refueled HH-3Es set the long-distance record for helicopters by flying non-stop from New York to Paris, France. This long-range capability allowed HH-3Es to conduct CSAR operations anywhere in the Southeast Asia Theater of operations, and they participated in the attempt to rescue American prisoners of war from the Son Tay prison camp in 1970. Jolly Green Giants rescued countless aircrews and stranded personnel. The USAF retired its last HH-3Es by 1995.

HH-3E TAIL #65-12784 HISTORY

Delivered to the USAF on 30 May 1966 this helicopter provided CSAR and transport services at multiple locations throughout Thailand, Vietnam, Japan, Philippines and in the United States at Suffolk ANGB, NY 1984, Homestead AFB, FL 1990 and Davis Monthan AFB, AZ 1991. Dedication in the airpark at Hurlburt Field occurred during May 1992.



During the Vietnam War, the most commonly used rescue helicopter was the Jolly Green Giant, so named due to its enormous size and mostly olive drab exterior. When personnel were in need of rescue, Jolly Green responded. After these personnel were rescued, they would proceed to receive a tattoo of the lovable giants green feet on their buttocks due to the fact that the Para Jumpers "saved their posterior."

A-26A COUNTER INVADER



Primary Function: Bomber
Builder: Douglas Aircraft Corp
Power Plant: Twin Pratt & Whitney R-2800-52W air cooled radial engines
Maximum Takeoff Weight: 43,300 lbs.
Maximum Speed: 323 mph or 291 mph at sea lvl.
Range: 1,480 miles
Max Ferrying Rge. 2,700 miles.
Armament: Eight .50 caliber nose machine guns. Eight .5-inch wing machine guns an Internal Bomb load of 4000 lbs. with external bomb load of 800 lbs. on pylons. SUU-

025 flare dispensers, two LAU-3A rocket pods or four CBU-14 cluster bomb units.

SPECIAL OPERATIONS USE

Heavily utilized in Southeast Asia, the “**Nimrods**” saw service from 1943 – 1968. In Nov 1962, a detachment of Air Commando’s deployed to Bien Hoa AB under **Operation FARM GATE** to train Vietnamese AF personnel with the B-26. Four years later the B-26 would be modified to it’s a-26A configuration. In the spring of 1966, it was decided to deploy B-26Ks to Southeast Asia in an attempt to stem the flow of war material down the Ho Chi Minh trail from North Vietnam via Laos. Since northeastern Thailand was much closer to the intended area of operations in southern Laos, the US Government obtained permission for the Invaders to be stationed there rather than in South Vietnam. However, during the mid-1960s, Thailand did not permit the basing of bombers on its territory, and so in May 1966 the aircraft were reassigned the old attack designation of A-26A, thus bringing the Invader full-circle. During Vietnam the A-26A was employed in a night time truck killer role. Its superior firepower, loiter time and pilot ingenuity wrought devastation upon Viet Cong supply convoys. In Dec, 1966, A-26As were credited with 80% of all USAF truck kills for the month in the Steel Tiger area despite only flying 7% of all sorties. A-26As depended on FACs in O-2A Skymasters, C-123 Candlestick operations or C-130 Blind Bat operations to acquire targets.

A-26A COUNTER INVADER TAIL#64-17666 HISTORY

This aircraft was removed from AMARC “the boneyard” and sent to Long Beach, CA for rebuild and re-fit prior to action in the Vietnam War. Serial numbers were changed after AMARC removal and prior records have not been discovered resulting in a historical void in this aircrafts legacy. The 56 SOW, Nakhon Phanom Royal Thai Air Base, flew this Counter Invader until its return to the United States in 1970 where it was the first aircraft to be dedicated in the Hurlburt Field airpark on 4 Jul 1970.

Mark 34/35 “**Funny Bombs**” were lethal against trucks, personnel and gun emplacements. Developed in WWII the funny bomb contained jellied fuel, cluster bomb units and white phosphorous. The bomb split its casing and ignited its contents as it fell giving the appearance of a waterfall of fire. Upon impact the CBU’s exploded decimating an area approximate to a football field.



UC-123K PROVIDER

Primary Function: Defoliant, Illumination, Air Assault Transport, Cargo, Air Evacuation and Blackspot. Builder: Fairchild Aircraft Corporation.

Power Plant: Two Pratt & Whitney R-2800 and two General Electric J85s
Maximum Takeoff Weight: 60,000 lbs.

Maximum Speed: 240 mph.
Cruising Speed: 170 mph.

Load: 60 fully-equipped troops, 50 stretcher patients or 24,000 lbs. of cargo

Service Ceiling: 28,000 ft.

Range: 1,825 miles.



SPECIAL OPERATIONS USE

Designed by the Chase Aircraft Co. just after World War II, the C-123 evolved from earlier large assault glider designs. Providers entered service with the USAF's 309th Troop Carrier Group (Assault) in 1955. In January 1962, the first of many Providers were sent to South Vietnam to start the Ranch Hand defoliant program. Shortly after, a squadron of standard C-123Bs arrived to provide mobility to the South Vietnamese Army. By the fall of 1964, there were four USAF C-123B squadrons in Vietnam flying airlift and airdrop missions. Standard Providers flew night flare dropping missions to expose enemy attacks. Specially-modified C-123s flew night "**Candlestick**" operations with floodlights, radar, and night-vision equipment. In 1966, two Fairchild C-123K Providers (#54-691 and #54-698) were modified AC-123K (**Project Black Spot**) began operations with the 16 SOS. This test program was designed to give the Air Force a self-contained night attack capability to seek out and destroy targets along the Ho Chi Minh Trail. Re-designated the NC-123K the aircraft did not have guns, instead it flew over its targets and dropped cluster bombs! As the war in Southeast Asia wound down, the U.S. transferred some of its Providers to the South Vietnamese Air Force and the Royal Thai Air Force. The remaining USAF C-123s were transferred to the Air Force Reserve, which flew them into the mid-1980s.

C-123K TAIL #55-4533 HISTORY

Built in 1955 and assigned to the 346th Troop Carrier Squadron, Pope AFB NC aircraft 55-4533 deployed to Tan Son Nhut AB, Vietnam until 1967 and returned to Eglin AFB, FL for upgrade to K-Model. Upon completion of maintenance the Provider returned to Vietnam at Phan Rang AB until reassignment to the USAFR in 1972 at Lockborne OH. Serving the reserves for 10 years and seven months the aircraft was reconfigured to depict a C-123 which dispersed the defoliants or **Rainbow Herbicides** "Agent Green," "Agent Blue," "Agent Pink," "Agent Purple" "Agent Orange" and finally "Agent White," a configuration which 55-4533 never served under. On 11 Oct 1981 the Provider was dedicated at Hurlburt Field.



By adding an aerial flare capability to the Provider, the "Candlestick" concept was born. C-123K Provider transports belonging to the 606th Air Commando Squadron had this special night mission over the Ho Chi Minh Trail. C-123 "Candlestick" missions exposed the trucks with six-million candlepower aerial flares. When a totally blacked-out Candlestick aircraft detected truck traffic, strike aircraft (also blacked-out) were called over the convoy, which was still oblivious to what was going on above it. With the strike aircraft ready, the C-123 dropped its six-million candlepower flares and "marker bricks" over the trucks and flew out of the immediate vicinity. The strike aircraft followed the reddish-tinted flares to the hapless trucks. The results were dramatic, both at the moment and in the rise in USAF's end-of-month truck-kill tallies.

AC-47D SPOOKY – PUFF – PUFF THE MAGIC DRAGON



Primary Function: Gunship
Builder: Douglas Aircraft Comp.
Power Plant: Two Pratt & Whitney R-1830-92
Max. Takeoff Weight: 33,000 lbs.
Max Speed: 232 mph.
Cruising Speed: 175 mph.
Service Ceiling: 24,450 ft.
Crew: 7-8 (pilot, copilot, navigator, flight engineer, loadmaster, two gunners and a South Vietnamese observer)
Range: 1,500 miles
Combat duration: 7 hours maximum, typical 5 or 6 hours.

Armament: Three SUU-11A 7.62mm miniguns firing at up to 6,000 rpm. This provided coverage over an elliptical area approximately 52 yards in diameter, placing a projectile within every 2.4 yards during a 3 second burst. The AC-47D typically carried about 16,500 rounds of ammunition. Note: Three aircraft initially equipped with 8 or 10 .30-cal. machine guns and others had just two SUU-11A miniguns (due to lack of availability from the manufacturer). Later, the SUU-11As were replaced by specially designed General Electric MXU-470/A 7.62mm miniguns. 48 MK-24 Mod 3 flares with 2 million candlepower and a 3-minute maximum burn duration. Note: Initially (in 1964 and early 1965) 30 MK-6 flares of 750,000 candlepower were carried before the MK-24 flares were available. Later in the war, several replacements for the MK-24 flares were proposed including the MK-33 one million candlepower rocket and MLU-32/B99 "Briteye" 5 million candlepower flare

SPECIAL OPERATIONS USE

The AC-47 holds an illustrious place in Air Commando history. The first Air Commando's in India and Burma relied on the C-47 to continuously haul supplies and tow gliders for **Operation THURSDAY**. The combat use of the C-47 in Vietnam began in February 1962 when the aircraft was used to drop flares to illuminate outposts and small villages under night attack by Viet Cong forces. These C-47 flare ships were part of the **Operation FARMGATE** (initially Jungle Jim) program to train VNAF forces in counterinsurgency operations. When **Operation FARMGATE** ended on July 28, 1963, the C-47 flare ships were transferred to the 1st Air Commando Squadron at Bien Hoa Air Base. The first test use of the AC-47 gunship (initially FC-47) in combat occurred on Dec. 15, 1964, with testing continued into early 1965. The USAF converted 53 C-47s for use as gunships during the Vietnam War. In 1969 the USAF turned over its AC-47Ds to the VNAF under the "Vietnamization" program.

C-47 Skytrain 43-15510 HISTORY

Manufactured in Long Beach CA and delivered to the USAAF on 23 Oct 1943, this "Gooney Bird" operated in England in 1943 and participated in **Operation OVERLORD** and sub **Operation NEPTUNE** (The D-Day invasion) on 6 Jun 1944. When WWII concluded the aircraft was assigned to Army of Occupation service with the 61st, 12th and 60th and the 7290th Troop Carrier Groups. This C-47 participated in the Berlin Airlift. Given to Turkey as military aid in 1949 the C-47 performed its cargo role until return to the United States in 1970. Modified and dedicated as an AC-47D this aircraft participated in key moments in American history.

On 24 Feb 1969, Loadmaster **A1C John Levitow** flew a combat air patrol in South Vietnam on his AC-47. Spooky 71 sustained a mortar strike to the top of its Rt. wing which resulted in a magnesium flare activating which would explode at 4000 degrees within seconds. Despite 40 wounds in his back and legs, Levitow saw the loose flare, its fuse burning with clouds of smoke, rolling amid ammunition cans that contained 19,000 rounds of live ammunition. Unable to stand up, and fighting the aircraft's 30-degree bank angle, Levitow crawled to the flare and threw himself upon it. Hugging it to his body, he dragged himself back to the rear of the cabin and pushed it through the open cargo door an instant before it ignited, saving the aircraft and its crew. The AC-47 had more than 3,500 holes in the wings and fuselage, one measuring more than three feet long.





Primary Function: Gunship
 Builder: Lockheed Aircraft Corporation
 Power Plant: Four Allison T-56-A-9D turboprops
 Maximum Takeoff Weight: 155,000 lbs.
 Maximum Speed: 380 mph.
 Cruising Speed: 335 mph.
 Service Ceiling: 33,000 ft.
 Range: 2,700 nautical miles.
 General Electric AN/ASQ-145 Low Light Level Television Sensor System
 The Low Light Level Television Sensor (LLTV)

installed on AC-130 gunships enabled the aircrew to illuminate targets covertly during night operations. Located just in front of the 20mm guns, the LLLTV could amplify the existing light 60,000 times to produce television images as clearly as if it were noon. The crew used a laser, which was invisible to the naked eye but showed up clearly on the LLLTV, to aim the AC-130's guns with great accuracy.

SPECIAL OPERATIONS USE

The AC-130A Spectre is a C-130 converted to a gunship, primarily for night attacks against ground targets. To enhance its armament's effectiveness, it used various sensors, a target acquisition system, and infrared and low-light television systems. The versatile C-130 Hercules, originally designed in the 1950s as an assault transport, was adapted for a variety of missions, including weather mapping and reconnaissance, mid-air space capsule recovery, search and rescue, ambulance service, drone launching, mid-air refueling of helicopters, and as a gunship. The C-130 could transport up to 92 combat troops and their gear or 45,000 pounds of cargo. Where facilities were inadequate, the Hercules could deliver cargo by parachute or by using a low-altitude parachute extraction system without landing. On Feb. 26, 1967, the first C-130 aircraft was selected for conversion into the prototype AC-130 gunship. After the prototype AC-130A completed its initial combat evaluation in early December 1967, problems identified during the test program were evaluated and integrated into an upgrade and overhaul plan expected to take until midsummer 1968. Five of the 18 gunships were lost to battle damage or other crashes in Vietnam. Seeing combat with the 16 SOS at Ubon and Korat, Thailand and throughout Vietnam the gunship excelled in bringing adversaries to their ultimate end. The final "huzzah" of the A-Model gunship occurred while supporting **Operation UPHOLD DEMOCRACY** over Haiti in 1994.

AC-130A TAIL #56-0509 HISTORY

The Ultimate End was accepted by the USAF on 28 Feb 1957 and modified to an AC-130A configuration on 27 Jul 1970. Participating in Vietnam and the rescue of the **USS Mayaguez**. Assigned to Duke Field it flew in support of **Operations DESERT STORM and UPHOLD DEMOCRACY**. Thirty six years and seven months of service from the date of its acceptance the Ultimate End retired from active service on 1 Oct 1994 and was dedicated at the airpark, Hurlburt Field on 4 May 1995.

The Ultimate End demonstrated its metal by surviving five hits from 37mm Anti-Aircraft Artillery on 12 Dec 1970, extensive Lt. Wing leading edge damage on 12 Apr 1971 and a 57mm round which punctured its underbelly injuring a crewmember on 4 Mar 1972.



OA-37B DRAGONFLY



Primary Function: Reconnaissance and Night Interdiction
Builder: Cessna
Power Plant: Two General Electric J85-GE-17A Engines
Maximum Takeoff Weight: 11,700 lbs.
Maximum Speed: 500 mph.
Cruising Speed: 425 mph.
Service Ceiling: 36,000 ft.
Armament: Single 7.62mm nose mini gun and 3,000 lbs. maximum of bombs, rockets and/or missiles
Range: 270 miles w/3,000 lb.

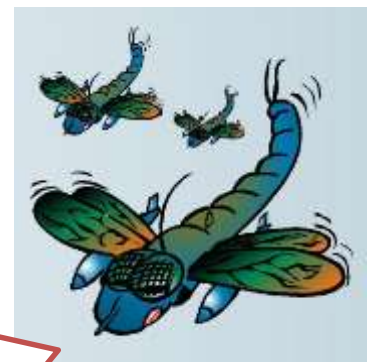
SPECIAL OPERATIONS USE

From 1964-1966, the U.S. Air Force evaluated two modified T-37 trainers, designated YAT-37Ds, as prototypes for a counter-insurgency (COIN) attack/reconnaissance aircraft to use in Southeast Asia. Following this evaluation, the USAF contracted Cessna to modify 39 T-37Bs into A-37As in 1967. Later that year, the USAF sent 25 A-37As, nicknamed "**Super Tweets**," to Southeast Asia for combat evaluation under the name Combat Dragon. These aircraft primarily flew close air support, night interdiction and forward air control missions in South Vietnam and southern Laos. Based on the successful results of Combat Dragon, the USAF ordered newly built A-37Bs, which had cockpit armor, more powerful engines, redundant flight controls, provision for aerial refueling and a strengthened airframe. Of the 577 A-37Bs built, the USAF provided 254 to the South Vietnamese Air Force (VNAF) to replace their aging A-1 Skyraiders. Although the A-37B served with the USAF for only a short period, a number of A-37Bs remained in use with the Air Force Reserve and Air National Guard as observation/flight attack aircraft until the last one was retired in 1992.

OA-37B TAIL #70-1293 HISTORY

Manufactured in Wichita Falls, KS and delivered to the USAF on 10 May 1971 this Dragonfly served various units until reassignment to the 110th Tactical Air Support Group where it served until March 1991. In 1991 the Dragonfly was moved and dedicated in the airpark at Hurlburt Field.

The OA-37B was the only jet aircraft assigned to Special Operations. The 8th was moved to Bien Hoa AB and re-designed as the 8th Attack Squadron and re-equipped with the Cessna A-37B Dragonfly and given a counter-insurgency (COIN) mission. The 8th flew round-the-clock missions on both pre-planned airstrikes and immediate infantry requests. Whenever a forward air controller observed signs of enemy activity, 8th SOS pilots were ready to respond with rockets, bombs and machine guns. On 30 September 1970, the 8th Attack Squadron was re-designated as the 8th Special Operations Squadron and transferred to the 35th Tactical Fighter Wing. On 1 October 1972, the 8th Special Operations Squadron was the last United States Air Force combat squadron to withdraw from South Vietnam.



UH-1P IROQUOIS (HUEY)



Primary Function: Utility helicopter, instrument/hoist training, airborne assault and medical evacuation.
Builder: Bell Helicopter
Armament: Two 7.62mm M60 machine guns and two rocket pods
Engine: General Electric T-58 of 1,070 shaft HP
Maximum speed: 140 mph
Cruising speed: 115 mph
Range: 330 miles
Ceiling: 24,830 ft.
Rotor diameter: 48 ft.
Overall length: 57'1" ft.
Weight: 9,000 maximum

SPECIAL OPERATIONS USE

Bearing the distinction of the "most widely used aircraft in Vietnam" the UH-1 found itself employed by all services throughout the conflict. The UH-1 evolved from a 1955 U.S. Army competition for a new utility helicopter. The Army employed it in various roles, including that of an armed escort or attack gunship in Vietnam. The initial Army designation was HU-1, which led to the common unofficial nickname of "Huey." It was redesignated in 1962 as the UH-1 under a triservice agreement. In addition to dangerous and highly-classified missions in Vietnam, the Huey supported **Operation BAHAMAS AND TURKS** (Operation BAT) an ongoing Drug Enforcement Agency initiative to prevent illicit drug introduction to the United States. In January 1984 one Huey suffered catastrophic double engine failure and crashed at sea near Nassau, Bahamas, killing three 20 SOS personnel. Whitbeck Street, Hamby Place, and Acha Drive at Hurlburt Field were named for these personnel.

UH-1P TAIL #64-15493 HISTORY

Received on 19 Aug 1965 this Huey was assigned to Minot AFB, ND until forward deployed to Tuy Hoa and Cam Rahn Bay, Vietnam. In June 1972, this helicopter was upgraded to the P-Model for psychological warfare operations. Concluding service in Vietnam 64-15492 returned to the United States for assignment to MacDill AFB, FL retiring from service in 1980. On 11 Oct 1981 this Huey was dedicated in the airpark at Hurlburt Field.

On November 26, a six-man reconnaissance team of Green Berets had been lifted into Vietnam's western highlands, near the Cambodian border. Hours later, they found themselves penned up next to a river, 1st Lt. **James Fleming** inspected the only clearing near enough for the troops to reach and found it impossible to land his Huey there. He instead flew over the river and hovered just above the water, with his landing skids against the bank, hoping that the Green Berets would be able to run to his helicopter safely. This maneuver was a balancing act that required great piloting skill. After waiting for several minutes, the reconnaissance team radioed that they couldn't survive a dash to the helicopter. Fleming lifted his UH-1 out of range of the hostile fire. The enemy soldiers concentrated their fire on the UH-1. The Green Berets ran for the chopper, firing as they ran and killing three Viet Cong barely 10 feet from the aircraft. As they leaped through the cargo door, Fleming once more backed the helicopter away from the bank and flew down the river to safety. On 14 May, 1970 Lt. Fleming was presented with the Medal of Honor for his heroic actions.



T-28A TROJAN

Primary Function: Close Air Support
Builder: North American Aviation
Power Plant: Single Wright R-1300-1 Engine
Max Takeoff Weight: 7,460 lbs.
Max Speed: 283 mph
Cruising Speed: 190 mph
Service Ceiling: 25,200 ft.
Range: 1,000 miles
Armament: Two .50-cal. Machine guns in detachable pods under wing, two 100-lb. bombs, or six 2.25 in. rockets



SPECIAL OPERATIONS USE

North American designed the T-28 to replace the World War II era T-6 Texan trainer. First flown in September 1949, the Trojan entered production in 1950. An 800-hp engine powered the USAF version (T-28A) while the later U.S. Navy versions (T-28B and C) were powered by a 1,425-hp engine. When production ended in 1957, North American had built a total of 1,948 of these three versions. Air Commandos began using the T-28 in 1961 when eight Trojans were assigned to Hurlburt Field. Newly modified to carry increased ordnance in 1961, the T-28s deployed with the **Operation FARMGATE** detachment in support of the South Vietnamese Air Force who were training for combat. During March 1963, the Trojans flew 90 sorties and expended ordnance on 58 of them resulting in the destruction of nine confirmed boats and seven more sustaining damage. Another detachment from Hurlburt Field participated in Operation BOLD VENTURE conducting training and providing humanitarian support to Panama. In 1962 the Air Force began a program to modify more than 200 T-28As as T-28D "**Nomad**" tactical fighter-bombers for counter-insurgency warfare in Southeast Asia. Equipped with the larger 1,425-hp engines and many other changes, the T-28Ds eventually proved to be an effective close air support weapon against enemy ground forces. The USAF lost 23 T-28s to all causes during Vietnam.

T-28A TAIL #49-1663 HISTORY

Delivered to the USAF on 2 Jan 1951 this Trojan performed a training mission at Williams AFB, AZ, Norton AFB, CA, Lowry AFB, CO and Sheppard AFB, TX as well as Hurlburt Field, FL. The Trojan was dedicated on 9 Jun 1973 at the Airpark, Hurlburt Field, FL.

Most T-28's have a black stripe painted along the fuselage streaming toward the tail from the cowl. This isn't just coincidence; in fact, the black stripe serves to camouflage the oil and exhaust gas stains that shoot back from the cowling. If you don't paint it black, it's going to turn black eventually anyway...

A distinctive set of yellow lines in the roundel identified an aircraft as belonging to South Vietnam



OV-10 BRONCO



Primary Function: FAC, Observation, Escort, Spotting, Utility and ltd Ground Attack.
Builder: North American Rockwell
Power Plant: Two Garrett-AiResearch T76-G-10/12 Turboprops
Maximum Takeoff Weight: 14,444 lbs.
Maximum Speed: 281 mph.
Cruising Speed: 223 mph.
Range: 1,240 miles
Service Ceiling: 26,000 ft.
Range: 1,240 miles
Armament: Four M-60C 7.62mm machine guns in plus 3,600 lbs. external stores

SPECIAL OPERATIONS USE

The OV-10A was a twin-turboprop short takeoff and landing aircraft conceived by the U.S. Marine Corps and developed under a U.S. Air Force, Navy and Marine Corps tri-service program. The first production OV-10A was ordered in 1966, and its initial flight took place in August 1967. The Bronco's missions included observation, forward air control, helicopter escort, armed reconnaissance, gunfire spotting, utility and limited ground attack. The USAF, however, acquired the Bronco primarily as a forward air control (FAC) aircraft. Adding to its versatility is a rear fuselage compartment with a capacity of 3,200 pounds of cargo, five combat-equipped troops or two litter patients and a medical attendant. The first USAF OV-10As destined for combat arrived in Vietnam in July 1968. A total of 157 OV-10As were delivered to the USAF before production ended in April 1969.

OV-10 BRONCO TAIL #67-14626 HISTORY

Delivered on 27 Jun 1968, this Bronco was immediately disassembled, crated and shipped by sea to South Vietnam. Rebuilt and assigned to the 504th Tactical Air Support Group, Bien Hoa AB it conducted visual reconnaissance and convoy escort; trained Air Liaison Officers and Forward Air Controllers. In 1975 this Bronco was reassigned to Germany and then returned to the United States in 1984 at George AFB, CA. This Bronco was transferred to Shaw AFB, SC in 1988 and retired from operational use in Aug. 1991. Unsatisfied in retirement the Bronco was transferred to Kelly AFB, TX where it served as a maintenance trainer until its transfer and dedication in the airpark at Hurlburt Field on 16 Feb. 2000.



In 1971, the 23d TASS's OV-10A Broncos received modifications under project Pave Nail. Carried out by LTV Electrosystems during 1970, these modifications primarily included the addition of the Pave Spot target laser designator pod, as well as a specialized night periscope (replacing the initial starlight scopes that had been used for night time operations) and LORAN equipment. The callsign Nail was the radio handle of this squadron. These aircraft supported interdiction of troops and supplies on the Ho Chi Minh Trail by illuminating targets for laser-guided bombs dropped by McDonnell F-4 Phantom IIs. After 1974, these aircraft were converted back to an unmodified OV-10A standard.

O-1E BIRD DOG

Primary Function: FAC, Observation
Builder: Cessna Aircraft Corp.
Power Plant: One 213 horse power
Continental O-470-11 Engine
Crew: 1-2
Maximum Takeoff Weight: 2,430 lbs.
Maximum Speed: 150 mph.
Cruising Speed: 104 mph.
Service Ceiling: 18,500 ft.
Range: 530 miles



SPECIAL OPERATIONS USE

The United States Department of Defense ordered 3,200 L-19s that were built between 1950 and 1959, entering both the U.S. Army and U.S. Marine Corps inventories, initially designated as OE-1s in the Marine Corps until all US military aircraft designations were standardized in 1962. The aircraft were used in various utility roles such as artillery spotting, front line communications, medevac and training. In 1962, the Army L-19 and Marine Corps OE-1 was re-designated the O-1 (Observation) Bird Dog and entered the war in Vietnam. During the early 1960s, the Bird Dog was flown by South Vietnamese, U.S. Army, and U.S. Marines in South Vietnam and later by clandestine forward air controllers (e.g., Ravens) in Laos and Cambodia. Because of its short takeoff and landing and low altitude/low airspeed capabilities, the O-1 also later found its way into U.S. Air Force service as a Forward Air Controller aircraft for vectoring faster fighter and attack aircraft and supporting combat search-and-rescue operations recovering downed aircrews. Often flown by an experienced fighter pilot the Bird Dog flew in a specific geographical area so that it could readily identify enemy activity. If a controller observed enemy ground targets, he marked them with smoke rockets for attack by fighter-bombers. The FAC remained on the scene to report bombing results. During the Vietnam War the Bird Dog was used primarily for reconnaissance, target acquisition, artillery adjustment, radio relay, convoy escort and the forward air control of tactical aircraft, to include bombers operating in a tactical role.

O-1E BIRD DOG TAIL #56-4208 HISTORY

Bird Dog #56-4208 was delivered to the USAF on 4 Oct. 1957 and immediately relinquished to the US Army. This aircraft was dedicated in the airpark at Hurlburt Field on 20 Oct. 1973.

On March 25, 1965 Major **William McAllister** came to the aid of a detachment of Vietnamese Marines pinned down in a "narrow valley surrounded by 3,000 ft. mountains near Bong Son." He came in under a low to direct attacks against the enemy. He was called on again at that evening and returned, flying again under a low overcast that extended up to 8,500 ft. Mac found the valley, despite the weather. Frisbee reported that the "valley was barely wide enough for tight 360-degree turns." He called for C-123 flares but the flare-ship could not get into the valley, so the 123 dropped its flares "in the blind" with the O-1 hanging down in there, calling for adjustments. After being lit up by the flares, Mac continued orbiting in this narrow valley, ducking to fire rockets and his M-1 carbine out the window. For his actions he would receive the Air Force Cross.



O-2A SKYMASTER



Primary Function: FAC
 Builder: Cessna Aircraft Corp.
 Power Plant: Two 210 hp.
 Continental 10-360C Engines
 Max Takeoff Weight: 4,900 lbs.
 Max Speed: 199 mph.
 Cruising Speed: 144 mph.
 Service Ceiling: 19,300 ft.
 Range: 1,060 miles
 Armament: Rockets, flares,
 7.62mm mini-gun pods or other
 light ordnance hung on four
 wing pylons

SPECIAL OPERATIONS USE

In late 1966 the U.S. Air Force selected a military variant of the Cessna Model 337 Super Skymaster, designated the O-2, to supplement the O-1 Bird Dog forward air controller (FAC) aircraft then operating in Southeast Asia. Distinguished by twin tail booms and tandem-mounted engines, it featured a tractor-pusher propeller arrangement. Having twin engines enabled the O-2 to absorb more ground fire and still return safely, endearing it to its crews. The O-2 first flew in January 1967, and production deliveries began in March. The Model 337 featured a retractable landing gear, cabin seating for six as well as turbo charging and cabin pressurization. The USAF added windows and wing hard points for armament. The O-2 could remain airborne for approximately four hours while simultaneously using both engines or seven hours while using one engine through its fuel cross-feed system. Cessna produced two series -- the O-2A and the O-2B. The O-2A carried wing pylons for rockets, flares and other light ordnance. In the FAC role, the O-2A identified and marked enemy targets with smoke rockets, coordinated air strikes and reported target damage. The O-2B operated as a psychological warfare aircraft equipped with loudspeakers and leaflet dispensers. It carried no ordnance. Production ended in June 1970 after Cessna had built 532 O-2s for the USAF.

O-2A SKYMASTER TAIL #67-21368 HISTORY

Accepted by the USAF on 31 Aug 1967, this Skymaster deployed to Nakhon Phanom Royal Thai Air Base and Bien Hoa AB, Vietnam where it served until transfer to the 111th Tactical Air Support Group, Pennsylvania ANG, Willow Grove PA. This aircraft continued its service in the ANG until 1982 when the Skymaster was dedicated to the airpark Hurlburt Field FL.



The 505th Tactical Air Control Group was assigned to Tan Son Nhut on 8 April 1964. The Unit was primarily responsible for controlling the tactical air resources of the US and its allies in South Vietnam, Thailand, and to some extent Cambodia and Laos. Carrying out the mission of providing tactical air support required two major components, radar installations and forward air controllers. The radar sites provided flight separation for attack and transport aircraft which took the form of flight following and, in some cases control by USAF Weapons Directors. Forward Air Controllers had the critical job of telling tactical fighters where to drop their ordnance. FAC's were generally attached to either US Army or ARVN (Army of Vietnam) units and served both on the ground and in the air. The TASS units flew either the O-1G Birdog, O-2 Skymaster, or OV-10 Bronco.

U-10A SUPER COURIER



Primary Function: Courier,
Spotter and Propaganda
Builder: Helio Aircraft Corp.
Power Plant: Single 295 hp.
Textron Lycoming GO-480-
G1D6 engine
Max Takeoff Weight: 3,600 lbs.
Max Speed: 180 mph.
Cruising Speed: 160 mph.
Range: 1,100 miles
Crew: 1 pilot and 5 passengers

SPECIAL OPERATIONS USE

The Super Courier was a light utility transport developed from a civilian design first tested in 1949. Its short takeoff and landing (STOL) capability allowed it to operate from a clearing the size of a football field, and its ability to fly slowly at speeds of approximately 25-35 mph made it an excellent aircraft for visual reconnaissance. The original version of the U.S. Air Force Super Courier made its first flight in 1958. The USAF purchased three aircraft for evaluation the same year, designating them L-28As and later redesignating them U-10As. Eventually, more than 100 additional U-10As were ordered, mainly for use by Air Commando units in Southeast Asia. It was used for liaison, light cargo, small supply drop operations, psychological warfare, forward air controller and reconnaissance missions.

U-10A SUPER COURIER TAIL #62-3606 HISTORY

Serving from 1961 – 1971 this Super Courier was assigned to Malmstrom AFB, MO, Fairchild AFB, WA, Goldman AFB, KY, Seymour Johnson AFB, NC, and Hurlburt Field, FL. In May 1971 the aircraft was dropped from USAF inventory and was dedicated in the airpark on 20 Oct 1973.



The Air Commando **Bold Venture** detachment in Panama delivered 200 lbs. of books to schoolchildren on the island of Narganá by U-10 on 4 Aug 1962. Not only did this provide desperately needed education materials, but proved to be an excellent training opportunity for the Air Commando's. During the same year an Argentine C-54 crashed in the Panamanian mountains and a U-10 led the SAR effort searching as a C-46 illuminated the night with flares. Once spotted the U-10 guided rescue personnel through use of its loudspeaker to the site. Distinguishing itself once again in 1962 a U-10 located a lost civilian survey party and again coordinated rescue operations.

MC-130E COMBAT TALON I



Primary Function:
Infiltration, exfiltration, and resupply
Builder: Lockheed Aircraft Corporation
Power Plant: Four Allison T-56-A-15 turboprops
Maximum Takeoff Weight: 155,000 lbs.
Maximum Speed: 380 mph.
Cruising Speed: 335 mph.
Service Ceiling: 33,000 ft.
Range: 2,700 nautical miles.

SPECIAL OPERATIONS USE

The MC-130E first entered the Air Force inventory in 1966. The MC-130E Combat Talon was a version of the C-130E Hercules cargo transport modified for special operations. The MC-130E was equipped with aerial refueling equipment, terrain-following/terrain avoidance radar, an internal navigation system, a high speed aerial delivery system and the surface-to-air Fulton Recovery System. The special navigation and aerial delivery systems were used to locate small drop zones and deliver people or equipment with greater accuracy and higher speeds than possible with a standard C-130E. The aircraft was also able to penetrate hostile airspace at low altitudes and crews were specially trained in night and adverse weather operations. The MC-130E could carry 26 combat-equipped personnel. During **Operation DESERT STORM**, the MC-130E air-dropped 13 BLU-82/B general purpose bombs and completed multiple leaflet dispersal missions as well as performing its secondary role of combat search and rescue.

MC-130E TAIL #64-0567 HISTORY

Aircraft #64-0567 was the first fixed-wing aircraft to land using Night Vision Goggles on 26 Nov. 1979. The aircraft also flew during **Operation URGENT FURY** in Grenada. Later, this aircraft was the first Combat Talon to undergo the first phase of the extensive MOD-90 conversion project which consisted of critical upgrades to the aircrafts radar systems navigational suite. During **Operation JUST CAUSE**, #64-0567 was the lead aircraft of a five-ship formation that served as the conflicts first assault on 19 Dec. 1989 at Rio Hato, AB, Panama and later exfiltrated **Manuel Noriega** from Panama on 2 Jan. 1990.

The **Fulton Surface-To-Air Recovery System** was used to extract personnel/materials via air. A helium balloon raised a nylon lift line into the air, which was snagged by a large scissors-shaped yoke attached to the nose of the plane. The yoke snagged the line and released the balloon, yanking the attached cargo off the ground with a shock less than that of an opening parachute. A sky anchor secured the line and wires stretched from the nose to both leading wing tip edges protected the propellers from the line on missed snag attempts. Crew members hooked the s line as it trailed behind and attached it to the hydraulic winch, pulling the attached person or cargo into the plane.



MH-53 PAVE LOW

Primary Function:

Infil/exfiltration, resupply

Builder: Sikorsky Aircraft Div., United Aircraft Corp.

Power Plant: Four Allison Two General Electric T64-GE-100

Maximum Takeoff Weight: 46,000 lbs.

Speed: 165 mph. (sea lvl)

Cruising Speed: 335 mph.

Service Ceiling: 16,000 ft.

Range: 690 miles.

Armament: Combo of three 7.62mm mini guns or three .50-Cal. Machine guns



SPECIAL OPERATIONS USE

The MH-53 PAVE LOW is a variant of the USAF Sikorsky HH-53 Super Jolly Green Giant and the USN CH-53 Sea Stallion. The MH-53 was utilized for long-range combat search and rescue and was developed to replace the HH-3 Jolly Green Giant. The HH-53s were later upgraded to the MH-53 Pave Low series. In May 1980, nine HH-53s were abruptly transferred to special operations forces in response to the failed Iranian hostage rescue attempt (**DESERT ONE**) and a lack of long range vertical-lift platforms. Throughout the 1980s, the Pave Low fleet grew to 41 helicopters and expanded from the 20th Special Operations Squadron at Hurlburt Field to include the 21st and 31st Special Operations Squadrons in Europe and East Asia as well as a dedicated training squadron, the 551st Special Operations Squadron at Kirtland AFB NM. The MH-53H evolved into the MH-53J with fleet expansions and Pave Low development culminating in the development of the MH-53M during the late 1990s. During its operational life, the personnel who flew the Pave Low conducted innumerable missions of national significance. Among a host of other missions, they played an important role in the invasion of Panama in 1989; led the first missions of the 1991 and 2003 wars in Iraq; rescued a US pilot in Iraq in 1990; evacuated the American Embassy in Liberia in 1996; led rescue missions for two US pilots in Serbia in 1999; conducted the longest-ever helicopter rescues at sea in the North Atlantic in 1989 and 2002; flew raids in Afghanistan in 2001-2002; seized strategic oil-pumping facilities in Iraq in 2003 and led scored of dangerous missions in Iraq from 2003 to the end of Pave Low operations. Befitting the rich history of the beloved “**Steel Horse**,” during the sunset of its service life the MH-53 and its crews flew in combat for the final seven years of operations.

MH-53 TAIL #68-10928 HISTORY

Upon manufacture in Bridgeport, Connecticut this Pave Low was delivered to the USAF on 2 Jul. 1970. Serving assignments in Thailand, Germany, the United Kingdom, Philippines and South Korea the helicopter was well travelled. 68-10928 took part in the 1975 Mayaguez rescue operation sustaining major battle damage to the engine, rotor blades and instrument panel. The final mission of 68-10928 was flown on 29 Jul. 2007 in support of **Operation IRAQI FREEDOM** and it was installed as a memorial here at Hurlburt Field on 3 Dec. 2007.



Beginning **Operation DESERT STORM**, two US Air Force MH-53 Pave Low helicopters led eight Army AH-64 Apache helicopters into Iraq on 19 Jan 1991 destroying Iraqi radar sites near the Iraqi-Saudi Arabian border which could have warned Iraq of an upcoming attack.

MC-130P COMBAT SHADOW



Primary Function: Air refueling for special operation forces helicopters
Builder: Lockheed Aircraft Corporation
Power Plant: Four Allison T-56-A-15 turboprops
Maximum Takeoff Weight: 155,000 lbs.
Maximum Speed: 289 mph.
Service Ceiling: 33,000 ft.
Range: 4,000 + nautical miles .

SPECIAL OPERATIONS USE

The MC-130P series of aircraft entered service in 1965 during the Vietnam War as HC-130H CROWN airborne controllers to locate downed aircrew and direct Combat Search and Rescue operations over North Vietnam. The MC-130P was designed for long-range support of Special Operations Forces. The MC-130P mission is to conduct low visibility, single or multi-ship intrusion of politically sensitive/hostile-controlled territories, to provide special operations forces helicopter air-to-air refueling/tilt rotor air-to-air refueling of SOF vertical lift assets, infiltration, exfiltration and resupply of SOF by airdrop and air-land. The MC-130P conducts forward arming refueling point and/or hot refueling operations. In addition, the MC-130P conducts leaflet drops in support of psychological operations. began its special operations career in the mid-1980s, received its P-Model designation in 1996, and went on to conduct critical air refueling missions in the late 1980s during Operation Just Cause in Panama, and the early 1990s during Operation Desert Storm.

Since Operation Desert Storm, the MC-130P has been involved in many operations: Northern and Southern Watch, Deny Flight in Yugoslavia, Restore Democracy and Uphold Democracy in Haiti, Deliberate Force and Joint Endeavor in Bosnia, Assured Response in Liberia, Guardian Retrieval from Zaire, Enduring Freedom in Afghanistan, Iraqi Freedom, New Dawn and Odyssey Dawn.

MC-130P TAIL # 65-0994 HISTORY

Aircraft #65-0994 entered the Air Force inventory in 1965 and was delivered to the 9 SOS to the 17 SOS on 2 May 1995. The 17th Special Operations Squadron, a part of the 353d SOG at Kadena AB, Japan, flew the MC-130P Combat Shadow. Operation COBRA GOLD allowed the 320 STS to train on HALO and Static Line operations with Thai personnel. The Air Logistics Center at Warner Robins completed SOF Improvement Modifications to include GPS in 1996. While at the ALC, the designation of HC-130N/P changed to MC-130N/P on 15 Feb 1996.



In August 2000, a crew from the 17th SOS, along with another from the 1st SOS, flew a C-130 each to deliver 19 tons of disaster relief aid across the Pacific to assist in Vietnam's worst flooding in a century. Nearly 22,000 pounds of plastic sheeting, 3,600 blankets and 5,000 water containers were flown from Guam, to Okinawa and then on to Vietnam by two Kadena-based C-130s!

AC-130H SPECTRE



Primary Function: Close air support, air interdiction and force protection
Builder: Lockheed/Boeing Corporation
Power Plant: Four Allison T-56-A-15 turboprops
Maximum Takeoff Weight: 155,000 lbs.
Maximum Speed: 300 mph.
Cruising Speed: 335 mph.
Service Ceiling: 33,000 ft.
Range: 1,300 nautical miles.
Armament: 40mm and 105mm cannons

SPECIAL OPERATIONS USE

The primary functions of the AC-130H Spectre are close air support, air interdiction and armed reconnaissance. Close air support missions include troops in contact, convoy escort and point air defense. Air interdiction missions are conducted against preplanned targets or targets of opportunity and include strike coordination and reconnaissance and armed overwatch mission sets. AC-130s also had a primary role during Operation Just Cause in Panama in 1989 when they destroyed Panamanian Defense Force Headquarters and numerous command and control facilities. Aircrews earned the Mackay Trophy for the most meritorious flight of the year and the Tunner Award for their efforts.

During Operation Desert Storm, AC-130s provided close air support and force protection (air base defense) for ground forces. Gunships were also used during operations Continue Hope and United Shield in Somalia, providing close air support for United Nations ground forces. Gunships also played a pivotal role in supporting the NATO mission in Bosnia-Herzegovina. The AC-130H provided air interdiction against key targets in the Sarajevo area.

In 1997, gunships were diverted from Italy to provide combat air support for U.S. and allied ground troops during the evacuation of American noncombatants in Albania and Liberia. AC-130s were also part of the buildup of U.S. forces in 1998 to convince Iraq to comply with U.N. weapons inspections. More recently, AC-130U gunships have supported Operation Iraqi Freedom/New Dawn while both aircraft have been employed in support of Operation Enduring Freedom. Finally, AFSOC gunships have also played a pivotal role in the recent uprisings in the Middle East. Gunships provide armed reconnaissance, interdiction and direct support of ground troops engaged with enemy forces.

AC-130 TAIL #69-6575 HISTORY

Delivered in January 1969, aircraft #69-6575 participated in many missions. Some of these include operations in Ubon Royal Thai Air Force Base, Thailand, for combat support. Operation Just Cause, the Iran Hostage Crisis, Operation Eagle Pull, Operation Frequent Wind, Operation Desert Storm, Operation Urgent Fury and Operation Continue Hope. Wicked Wanda served for 43 years delivering violence to SOF customers whenever orders were placed.



Piloted by Capt James Lawrence, 69-6575 participated in Operation Eagle Claw (Iran Hostage Crisis). The crew flew non-stop with air refueling from Hurlburt to Wadi Qena, Egypt. Here General Vaught called all the gunship aircrews into to the command post for a formal briefing. Standing on a recently built picnic table, he briefed everyone on the mission objective. On 24 April, as AC-130 crews and maintainers were preparing for the long mission to Iran, serious trouble occurred at Desert One. All the required helicopters did not make it to the Desert One site and the mission was aborted. One, an RH-53 crashed into an EC-130the RH-53.



Lieutenant Donald Wilson Hurlburt

Donald Wilson Hurlburt enlisted in the U.S. Army in August 1941. After completing basic training, and his subsequent promotion to Private First Class, he was assigned as an aviation cadet to Preflight Training School at Maxwell Field, Alabama. In June 1942, after completing Advanced Flying School at Moody Field, Georgia, he was commissioned a Second Lieutenant, and assigned as a pilot with the 358th Bomb Group at Alamogordo Army Air Base, New Mexico.

In October 1942, he departed for the European theater of operations. There he served with the 258th Bomb Squadron, 303rd Bomb Group. He was promoted to First Lieutenant one month before his return to the United States.

He was next assigned to Headquarters, 1st Air Force, Mitchel Field, New York, and then the 1st Proving Ground Electronics Unit at Eglin Field, Florida.

First Lieutenant Donald W. Hurlburt died October 1, 1943, of injuries sustained when the aircraft he was piloting, an AT-18 (Gunnery trainer version of the A-29 Hudson), crashed on takeoff during a local mission at the Eglin Field Military Reservation.

For his actions overseas and his military service, Lieutenant Hurlburt was awarded the Distinguished Flying Cross and Air Medal with three oak leaf clusters. He was also authorized to wear the World War II Victory Medal, The American Defense Service Medal, The European-African-Middle Eastern Campaign Medal with one Bronze Star for participation in Air Offensive Europe Campaign, and the Aviation Badge "Pilot."

WORLD WAR II

AIR COMMANDO / CHINDIT MEMORIAL

1st Air Commando Group Heritage	1st Air Commando Force
<p>The name Air Commando was chosen by Gen. H. H. Arnold as a tribute to Admiral Louis Mountbatten who formed and trained the first British Commandos. Mountbatten was Supreme Allied Commander for Southeast Asia.</p> <p style="text-align: center;">Air Commando Motto</p> <p>During night training a glider crashed killing British Chindits. There was great concern this would lower morale of the Wingate Troops assigned to the glider operations. A written message was received from the British commander advising:</p> <p style="padding-left: 40px;">"Please be assured that we will go with your boys, any place, any time, any where."</p> <p>This phrase was adopted as a motto for the 1st Air Commando Group. It is still used in an abbreviated form by Special Operations Command of the U.S. Air Force.</p> <p style="text-align: center;">The Chindits</p> <p>The Chindits were highly trained jungle fighters who were organized as a reinforced division. Their mission was to infiltrate behind the Japanese and disrupt communication and supply lines. Chindits was a variation of "Chinthe." The mythical figure that guards Burmese temples. It was the high casualty rates of the Chindits that precipitated the request for help from the United States in evacuation of wounded.</p>	<p>At the Quebec conference in August 1943, President Roosevelt agreed to Prime Minister Churchill's request for U.S. air support of the British "Chindits" commanded by General Orde Wingate.</p> <p>General H.H. Arnold seized on the opportunity to use the flexibility of air power to fully support ground combat operations. Recruiting of a 528 man all-volunteer force began in September 1943, and by December 1943, men and equipment were in place in India and early operations began.</p> <p>On March 5, 1944, "Operation Thursday" was launched. British "Chindits" were glider-borne at night to a field 150 miles behind Japanese lines in Burma. A dirt airstrip was carved out the next day, and within a week 12,000 additional troops, 1,300 mules and tons of equipment and supplies were airlifted into "Broadway."</p> <p>L-1 and L-5 light planes, gliders and a YR-4 helicopter evacuated the sick and wounded. C-47's and UC-64's made re-supply flights. P-51's and B-25's furnished air cover, close air support and interdiction of targets.</p> <p>After May 1944, the redesignated groups' efforts were then directed to the support of the British 14th Army in its victorious drive to Rangoon. Additional personnel were assigned to the group. P-47's replaced the P-51's and operations continued with the same esprit de corps.</p> <p>The far sighted strategy of General Arnold, the imaginative leadership of Colonels Philip Cochran and John Alison together with the bravery of the 1st Air Commandos played a significant role in the defeat of the Japanese in Burma.</p> <p>Today Special Operations Air Commandos continue this tradition of dedicated service in missions around the world.</p>



AIR COMMANDO / CHINDIT MEMORIAL (cont)

2Lt John Akston	Flight Officer Edmond T. Lopez
2Lt Edward W. Aumann	2Lt Brents A. Lowery
Flight Officer Hadley E. Baldwin	Flight officer WM. E. Mantel
SSgt WM. C. Barber	SSgt Vernon A. McNich
TSgt Billy F. Boen	Cpl Donald L. Merrill
2Lt Frank H. Borowski	2Lt Teddy L. Moyers
SSgt James Brown	Cpl John Mullen
1Lt Frank S. Byrne	SSgt WM. H. Neff
Capt K. Casey	1Lt Fay L. Nielsen
Sgt Herbert D. Curriden	Sgt Estil L. Nienaber
2Lt WM. E. Davison	1Lt Martin L. O'Berry
1Lt Robert L. Davis	Pfc Lee J. Packer
1Lt Murrell J. Dillard	1Lt Henry A. Palmer
1Lt Robert L. Dowe	Flight Officer Bishop Parrott
Sgt Ralph W. Dubay	Flight Officer H.S. Pettit
Flight Officer Robert E. Everett	SSgt Stanley W. Piontek
Pfc Emil J. Eastwood	1Lt Burt C. Powell
1Lt Glen R. Feichert	TSgt WM H. Postlewait
SSgt WM. H. Felhoelter	SSgt Thomas E. Purcell
2Lt John M. Ferron	2Lt Merle E. Reed
Cpl John L. Fey	1Lt Ernest N. Reichardt
TSgt Charles E. Fischer	Flight Officer WM. C. Ritzinger
Col Clinton B. Gaty	SSgt Arthur W. Ruck
Capt WM. R. Gilhousen	Sgt Frank Sadoski
Cpl Jack W. Gullledge	Capt Erle H. Schneider
2Lt Albert E. Hainey	2Lt Ralph A. Selkirk
2Lt Billy H. Hastings	1Lt Robert D. Sharrock
1Lt Carl Hartzer	Flight Officer Leroy C. Shimulunas
Sgt Frederick W. Helbig	Sgt Elton Silver
2Lt Charles H. Hess	Pfc Louis Simon
SSgt James W. Hickey	2Lt Clyde S. Slick
1Lt Brian H. Hodges	Cpl Emmitt R. Sommers
1Lt L. D. Hollibaugh	Sgt Joseph G. Speroni
2Lt Keith R. Hughes	Cpl Walter C. Stelter
2Lt James C. Hutchinson	1Lt Elmer J. Stone
2Lt Bruce V. Johnson	TSgt Walter R. Sweeney
SSgt Joseph Kaplan	1Lt Robert D. Thomas
2Lt Robert L. Karnes	SSgt Ngon T. Tom
MSgt Peter D. Kelly	1Lt Edward G. Van Hofe
Capt John A. Kelting	2Lt Leonard D. Waters
Pfc Robert D. Kinney	2Lt Kenneth L. Wells
SSgt Joe B. Klaus	Cpl George C. Wheelock
1Lt Donald A. Lefevre	Pfc WM. J. Winn
Flight Officer John M. Leshner	1Lt Stephen A. Wanderer
1Lt Charles B. Liston	Cpl Julius F. Yackie

AC-119G/K MEMORIAL



In February 1968, the US Air Force approved a program to develop AC-119 gunships for Special Operation duty in Southeast Asia. Their specialized missions included Air Interdiction, Clandestine Air Support, Armed Reconnaissance, and Air Base Defense. These aircraft were based in Phan Rang, Phu Cat, and Da Nang in the Republic of Vietnam, and Udorn and Nakhon Phanom in Thailand. The aircraft memorial is dedicated to those who maintained and flew the AC-119 in the defense of freedom and commemorates those who selflessly gave their lives to preserve the ideal of freedom loving people everywhere.

Dedicated 29 June 1988

AC-119 GUNSHIP ASSOCIATION MEMORIAL



Dedicated to
the men of the
Special Operations
Squadrons who
gave their lives in
Southeast Asia

We Shall Not Forget
17th Special Operations Squadron
Major Bernard Knapic
Captain John H. Hathaway
Major Moses L. Alves
Major Jerome J. Rice
Staff Sergeant Abraham L. Moore
Major Meredith G. Anderson
First Lieutenant Thomas L. Lubbers
First Lieutenant Charles M. Knowles
Master Sergeant Joseph C. Jeszeck
Staff Sergeant Robert F. Page Jr.
Sergeant Michael J. Vangelisti

18th Special Operations Squadron
Staff Sergeant Clyde D. Alloway
Captain Terence F. Courtney
(Awarded Air Force Cross)
Captain David Slagle
Staff Sergeant Kenneth R. Brown
Captain Thomas R. Hamman

Dedicated by
AC-119 Gunship Asso.
Date: 10-5-2003

C-46 COMMANDO MEMORIAL



The C-46 Commando aircraft is dedicated to the members of the 1st Air Commando Wing who served with distinction in this aircraft during its years of assignment to Hurlburt Field from 1962-1964.

The C-46 is one of only three aircraft that served in our country's last three wars: WW II, Korea, and Southeast Asia. During the Southeast Asia conflict, the aircraft flew for Air America, the U.S. sponsored airline of the Republic of Vietnam. The other two aircraft are on display here also, the A/B 26 and the C-47.

The C-46 last flew for the US Air Force in 1968 while assigned to the Air Force's Southern Command

Dedicated 12 October 1986

**KOREA
MEDAL OF HONOR
RECIPIENTS**

Maj George A. Davis Jr. **Feb. 10, 1952**
Sinuiju - Yalu River, N. Korea

Maj Charles J. Loring Jr. **Nov. 22, 1952**
Sniper Ridge, North Korea

Maj Louis J. Sebille **Aug. 5, 1950**
Hamch'Ang, South Korea

Capt John S. Walmsley Jr. **Sept. 14, 1951**
Yangdok, Korea



**IN MEMORY OF THESE HONORABLE MEN LOST
DURING USAF A-1 OPERATIONS IN SOUTHEAST ASIA**

Charles F. Allen	Robert D. Gallup	Richard W. Lytle	John M. Roper
Frank A. Armstrong	Kurt W. Gareiss	Glenn R. Manning	Richard L. Russell
Gregory I. Barras	Johnny H. Godfrey	Richard Marshall	Robert L. Sander
Glenn A. Belcher	Richard D. Goss	Michael Masterson	Lloyd M. Scott
Edward A. Blake	David J. Gunster	Oscar Mauserer	Theodore Shorack
Leo S. Boston	William W. Hail	Robert Middlebrooks	Darrell J. Spinler
John R. Burns	John S. Hamilton	Donald R. Moore	Stanley Sprague
Robert I. Bush	Joseph L. Hart	Otis C. Morgan	Arthur R. Sprott
Joseph H. Byrne	Jerry P. Hawkins	Thomas H. McCarty	Glen J. Taliaferro
William Campbell	Gerald R. Helmich	Paul T. McClellan	Lawrence Tatum
Clyde W. Campbell	Duane A. Helmick	Thomas C. McEwen	Charles E. Teague
Ronald M. Canter	Thomas M. Hergert	Fred L. McPherson	Henry A. Tippino
Oliver C. Chase Jr.	James W. Herrior	Wayne E. Newberry	Halton R. Vincent
Allen S. Cherry	Raymond Hetrick	Hubert C. Nichols Jr.	George F. Vlisides
Richard Chorling	John R. Hills	Rudolph L. Nunn	David R. Wagner
Robert F. Coady	Don R. Hood	John L. O'Brien	Kenneth E. Walker
Guy F. Collins	Edward M. Hudgens	Lyn D. Oberdier	Richard A. Walsh III
Walter F. Draeger	Paul F. Johns	Donald C. Patch	Neal C. Ward
Glenn C. Dyer	George W. Kamenicky	F. W. Picking	Donald Westbrook
James B. East	William L. Kieffer	Joseph Pirruccello	James A. Wheeler
Esequiel M. Encinas	John O. Knaggs	Alan D. Pittman	Robert F. Wilke
Patrick M. Fallon	Roy A. Knight Jr.	Louis R. Raleigh	Robert C. Williams
Donald B. Fincher	Charles Kuhlmann	William Richardson	John V. Williams
John L. Flinn	Robert G. Lapham	Richard J. Robbins	James C. Wise Jr.
George E. Flynn II	Carroll B. Lilly	Lewis M. Robinson	Roger E. Witte
Wallace A. Ford	Albro L. Lundy Jr.	Charles E. Rogers	Wayne Wolfkeil



1ST AIR COMMANDO GROUP B-25 MEDIUM BOMBER

During the 1944-45 Allied Campaign against Japanese Forces in the China-Burma-India (CBI) Theater, B-25s of the 1st Air Commando Group were used extensively in Close Air Support and Interdiction role on behalf of British General Orde Wingate and his Chindit Commandos. They were also used to support other American and Allied ground forces throughout the theater until the end of WW II.



A-1E SKYRAIDER MEMORIAL

This aircraft memorial is dedicated to all US Air Force personnel and our fellow South Vietnamese airmen who flew the A-1 in the Southeast Asia Conflict. It also commemorates all those who selflessly gave their lives in combat to preserve the ideals that we and freedom loving people throughout the world so highly cherish.

Dedicated 30 May 1972

**Major Bernard Francis Fisher
1st Air Commando Squadron**

Maj Fisher was an A-1E pilot at A Chau, South Vietnam on 10 March 1966. The Special Forces camp was attacked by 2,000 North Vietnamese Army Regulars. Tops of 1,500-foot hills were obscured by an 800-foot ceiling, limiting maneuverability and forcing pilots to operate within easy range of hostile guns. During the battle, Major Fisher observed a fellow airman crash-land on the damaged airstrip. He believed the downed pilot was seriously injured and faced capture. Although aware of the extreme danger and likely failure, he landed, taxied the length of the runway littered with battle debris, and effected the rescue. Still facing withering ground fire, he applied power and barely achieved take-off in his badly damaged aircraft. Major Fisher was presented the Medal of Honor by President Johnson on 19 March 1967, becoming the first Air Force recipient of honor in Vietnam.

**Lt Colonel William Atkinson
Jones, III
602nd Special Operations Squadron**

Lt Col Jones flew an A-1H Skyraider on a rescue mission on 1 Sept 1968 in search of a downed U.S. pilot near Dong Hoi, N. Vietnam. Although his aircraft was hit repeatedly by enemy fire, he continued his search until he sighted the survivor. Disregarding his own safety, Col Jones then attacked a nearby enemy position.

His aircraft was again hit, destroying the pilot's ejection system and causing the cockpit to burst into flames. Col Jones attempted to transmit the location of the survivors, but his calls were blocked by friendly transmissions urging him to bail out. Despite intense pain from multiple burns, he elected to fly his damaged aircraft back to base, where, on the operating table, he reported the survivor's position. As a result, the downed pilot was rescued later in the day. Col Jones was killed in an aircraft accident before the medal could be presented. However, President Nixon presented the AF Medal of Honor to his widow on 6 August 1970.

OPERATION KINGPIN

DEDICATED TO ALL PARTICIPANTS IN THE SON TAY MISSION

– PLANNERS – SUPPORTERS – OPERATORS



On 20 November 1970, U.S. Air Force Special Operations Forces and the U.S. Army Special Forces made a daring raid deep in North Vietnamese territory on the Son Tay prison camp 23 miles west of Hanoi. The mission was to rescue 70 American POWs being held at Son Tay and to convey a message to American POWs that their country had not forgotten them.

The 27-minute mission was a brilliant military success. The Son Tay raiders comprised of 56 U.S. Army and 92 U.S. Air Force men, 1 HH-3, 5 HH-53s, 1 HC-130P, 2 C-130s, 5 A-1s, 10 F-4s, and 5 F-105s all returned safely, but no prisoners were found. The raid resulted in improved living conditions for American POWs in North Vietnam.

The U.S. Navy supported the raid by conducting an effective diversionary raid from the Tonkin Gulf Carrier Task Force with 116 aircraft from seven bases and three aircraft carriers.

The men of this Joint Task Force earned the admiration of their countrymen for risking their lives and freedom in an attempt to bring freedom to others.

HH-3E MEMORIAL

The Sikorsky Helicopter Company initially developed the H-3 for the Navy from which the Air Force developed a general-purpose version designated the CH-3E.

Some of these were converted to HH-3E “Jolly Green Giants” for the Aerospace Rescue and Recovery Service and were used throughout Southeast Asia for rescue operations. Special Operation Forces also used the HH-3E in combat operations throughout the region.

This aircraft carried a crew of 2 or 3 and up to 30 troops or 15 stretchers.

The 1 SOW received its first CH-3Es on 13 March 1973, and they saw service at Hurlburt Field until September 1980, when they were replaced by the larger HH-53H.

This aircraft was installed in the Air Park and dedicated in May 1992.



A-26 COUNTER INVADER
FIRST PRODUCTION MODEL AUGUST 1943
LAST FLOWN IN COMBAT 9 NOVEMBER 1969



This aircraft memorial is dedicated to all US Air Force personnel who flew the A-26 in World War II, Korea, and Southeast Asia. It especially commemorates all those aircrew members who gave their lives flying in defense of the U.S. and freedom loving people everywhere.

IN HONOR OF OUR COMRADES
LOST IN THE A/B-26
1961-1969

Howard F. Andre	Cleveland Gordon	Robert E. Pietsch
John P. Bartley	Louis F. Guillermin	William J. Potter
Arthur E. Bedal	George B. Hertlein	Howard P. Purcell
Robert D. Bennett	Vincent J. Hickman	Robert L. Scholl
Garry W. Bitton	Bruce A. Jensen	John F. Shaughnessy Jr.
John W. Callahan	John C. Kerr	James E. Sizemore
Jerry A. Campaigne	Atis K. Lielmanis	Francis E. Smiley
Dwight S. Campbell	Lawrence L. Lively	Jerry D. Stout
Anthony F. Cavalli	John H. McClean	Ronald E. Suladie
Howard R. Cody	James McMahon	Miles T. Tanimoto
Carlos R. Cruz	Andrew C. Mitchell	William B. Tully
Raphael Cruz	Carl B. Mitchell	David H. Tyndale
Robert C. Davis	Neal E. Monette	Eugene J. Waldvogel
Charles S. Dudley	Herman S. Moore	Thomas R. White
George"Glen" Duke	Burke H. Morgan	James W. Widdis
Paul Foster	James R. O'Neill	Thomas W. Wolfe

COMBAT TALON AIRCREW S-01

LOST DURING COMBAT MISSION IN NORTH VIETNAM

—29 DECEMBER 1967—



Lt Col Donald E. Fisher – Navigator
 Maj Charles P. Claxton – Pilot
 Capt Edwin N. Osborne Jr. – Aircraft CC
 Capt Frank C. Parker III – Electronic Warfare Officer
 Capt Gerald G. VanBuren – Pilot
 Capt Gordon J. Wenaas – Navigator
 TSgt Jack McCrary – Flight Engineer
 SSgt Gean P. Clapper – Radio Operator
 SSgt Edward J. Darcy – Loadmaster
 SSgt Wayne A. Eckley – Flight Engineer
 Sgt James R. Williams – Loadmaster

They made the ultimate sacrifice for God and Country
 There is no higher calling

Dedicated: 12 July 1998
 by
 Stray Goose International

JOCKEY - 14

AC-130H 69-6576

MEMORIAL



On March 14, 1994, while flying enroute to
Mogadishu, Somalia,
in support of
Operation Continue Hope,
eight fellow Spectres lost their lives.
Let peace be with them.

Capt. Anthony R. Stefanik Jr.	Tech. Sgt. Robert L. Daniel
Capt. David J. Melhop	Staff Sgt. Mike E. Moser
Capt. Mark A. Quam	Staff Sgt. Brian P. Barnes
Master Sgt. Roy Duncan	Staff Sgt. William C. Eyler

IN MEMORIAM
52 SPECTRES
16th SPECIAL OPERATIONS SQUADRON



Gave their lives in Southeast Asia
in the defense of liberty.

"We here highly resolve that these
dead shall not have died in vain"

A. Lincoln

24 May 1969	Capt C. D. Miller	MSgt J. E. Mercer
SSgt C. F. Taylor	SSgt M. L. Paulson	SSgt L. J. Newkirk
SSgt J.W. Troglen	SSgt E. J. Pearce	SSgt R. E. Nyhop
22 May 1970	Maj I. B. Ramsower	Capt R. A. Wilson
Sgt T. Adachi	A1C R. E. Simmons	21 December 1972
Maj W. Brooks	SSgt E. D. Smith	Capt J. R. Birch
Lt Col C. Davis	Maj H. D. Stephenson	Capt D. R. Dickens
Maj D. Fisher	Sgt W. A. Todd	Sgt R. T. Elliott
Sgt S. Harris	Capt C. J. Wakzell	A1C C. F. Fenter
Sgt R. Hensley	Capt B.B. Young	TSgt J. P. Fuller
MSgt R. Ireland	18 June 1972	Capt T. J. Hart
A1C D. Lint	Maj G. F. Ayers	Capt S. N. Kroboth
Lt J. Towle	SSgt R. M. Cole	Capt H. R. Lagenwall
Lt Col C. Rowley	Capt M. G. Danielson	Capt R. L. Liles
29 March 1972	Capt P. F. Gilbert	Lt G. D. MacDonald
Maj H. P. Brauner	Maj R. H. Harrison	Maj P. O. Meder
SSgt J. K. Caniford	Sgt L. A. Hunt	A1C R. E. Reaid
Capt R. Castillo	SSgt D. H. Klinke	Maj F. A. Walsh
Capt R. C. Halpin	Sgt S. L. Lehrke	TSgt J. Q. Winningham

SPiRiT - 03 **AC-130H 69-6567** **MEMORIAL**

On January 31, 1991
while working a target
over Kuwait, 14 Spectre
crewmembers reached
out and touched the face
of God;
they became true
Ghostriders.



Maj Paul J. Weaver	TSgt Robert K. Hodges
Capt Thomas C. Bland	TSgt John L. Oelschlager
Capt William D. Grimm	SSgt John P. Blessinger
Capt Arthur Galvan	SSgt Timothy Harrison
Capt Dixon L. Walters	SSgt Damon V. Kanuha
SMSgt Paul G. Buege	SSgt Mark J. Schmauss
SMSgt. James B. May II	Sgt Barry M. Clark

DESERT ONE MEMORIAL

Greater love has no man than this
that a man lay down his life for
his friends. JOHN 15:15

On the night of 24 April 1980,
these men gave their lives in the
gallant attempt to free the
American hostages in Iran.



IN MEMORY OF

Maj Harold Lawton Lewis Jr.
Maj Len Davis McIntosh
Maj Richard Lynn Bakke
Capt Charles Thomas McMillan II
TSgt Joel Columbus Mayo



EOD MEMORIAL



This 2,000 pound bomb,
A/N M-34, General Purpose Bomb
is dedicated to the
memory of all
A.A.F. Bomb Disposal/U.S.A.F.
Explosive Ordnance Disposal
men who gave
their lives supporting special
operations missions during
World War II, the Korean War, and
the Vietnam War.
11 October 1992

SOUTHEAST ASIA MEMORIAL



THIS MEMORIAL IS DEDICATED
TO THOSE MEN AND WOMEN WHO SERVED
OUR COUNTRY IN SOUTHEAST ASIA.

IN WAR'S GRIM HOUR THAT TESTED ALL
AMONG THE FIRST THEY HEARD THE CALL

THEY FOUGHT FOR PEACE WITH HONOR

RANCH HAND MEMORIAL



Capt Fergus G. Groves III	SSgt Irvin G. Weyandt
Capt Robert D. Larson	Sgt Le Tan Bo Rvnaf
SSgt Milo B. Coghill	Capt William B. Mahone
Capt Roy R. Kubley	Capt Virgil K. Kelly Jr.
Maj Lloyd F. Walker	TSgt Jacklin M. Boatwright
Capt Harvey Mulhouser	TSgt Harold C. Cook
Capt Howard L. Barden	Lt Col Emmett Rucker Jr.
A1C Ronald K. Miyazaki	Maj James L. Shanks
Lt Col Everett E. Foster	Sgt Herbert E. Schmidt
Maj Allan J. Sterns	1Lt Charles M. Deas
Maj Donald T. Stienbrunner	MSgt Donald L. Dunn
TSgt Clyde W. Hanson	Lt Col Daniel Tate
1Lt Richard W. O'Keefe	

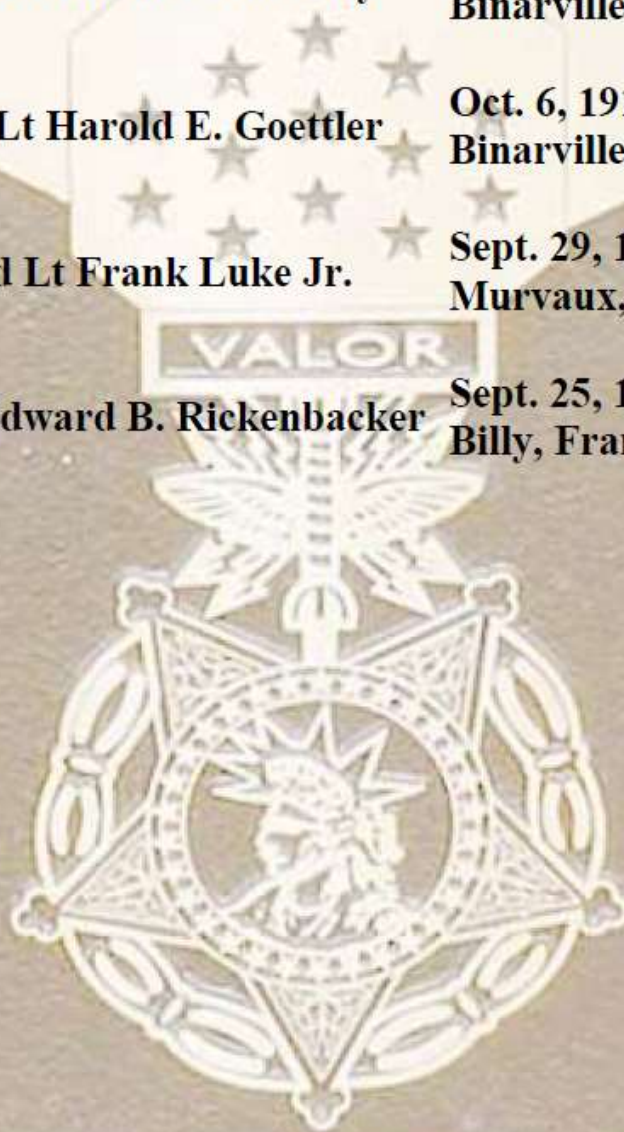
**WORLD WAR I
MEDAL OF HONOR RECIPIENTS**

2nd Lt Erwin R. Bleckley **Oct. 6, 1918**
Binarville, France

2nd Lt Harold E. Goettler **Oct. 6, 1918**
Binarville, France

2nd Lt Frank Luke Jr. **Sept. 29, 1918**
Murvaux, France

Capt Edward B. Rickenbacker **Sept. 25, 1918**
Billy, France



World War II Medal of Honor Recipients

Lt Col Addison E. Baker	Aug. 1, 1943 - Ploesti, Romania
Maj Richard I. Bong	Oct. 10 - Nov. 15, 1944 - Southwest Pacific
Maj Horace S. Carswell Jr.	Oct. 26, 1944 - South China Sea
Brig Gen Frederick W. Castle	Dec. 24, 1944 - Liege, Belgium
Maj Ralph Cheli	Aug. 18, 1943 - Wewak, New Guinea
Col Demas T. Craw	Nov. 8, 1942 - Port Lyautey, French Morocco
Lt Col James H. Doolittle	April 12, 1942 - Tokyo, Japan
SSgt Henry E. Erwin	April 12, 1945 - Koriyama, Japan
2Lt Robert E. Femoyer	Nov. 2, 1944 - Merseburg, Germany
1Lt Donald J. Gott	Nov. 9, 1944 - Saarbrücken, Germany
Maj Pierpont M. Hamilton	Nov. 8, 1942 - Port Lyautey, French Morocco
Lt Col James H. Howard	Jan. 11, 1944 - Oschersleben, Germany
2Lt Lloyd H. Hughes	Aug. 1, 1943 - Ploesti, Romania
Maj John L. Jerstad	Aug. 1, 1943 - Ploesti, Romania
Col Leon W. Johnson	Aug. 1, 1943 - Ploesti, Romania
Col John R. Kane	Aug. 1, 1943 - Ploesti, Romania
Col Neel E. Kearby	Oct. 11, 1944 - Wewak, New Guinea
2Lt David R. Kingsley	June 23, 1944 - Ploesti, Romania
1Lt Raymond L. Knight	April 25, 1945 - Po Valley, Italy
1Lt William R. Lawley Jr.	Feb. 20, 1944 - Leipzig, Germany
Capt Darrell R. Lindsey	Aug. 9, 1944 - Pontoise, France
SSgt Archibald Mathies	Feb. 20, 1944 - Leipzig, Germany
1Lt Jack W. Mathis	March 18, 1943 - Vegesack, Germany
Maj Thomas B. McGuire Jr.	Dec. 25-26, 1944 - Luzon, Philippines
2Lt William E. Metzger	Nov. 9, 1944 - Saarbrücken, Germany
1Lt Edward S. Michael	April 11, 1944 - Brunswick, Germany
2Lt John C. Morgan	July 28, 1943 - Kiel, Germany
Capt Harl Pease Jr.	Aug. 7, 1942 - Rabaul, New Britain
1Lt Donald D. Pucket	July 9, 1944 - Ploesti, Romania
2Lt Joseph R. Sarnoski	June 16, 1943 - Buka, Solomon Islands
Maj William A. Shomo	Jan. 11, 1945 - Luzon, Philippines
Sgt Maynard H. Smith	May 1, 1943 - St. Nazaire, France
2Lt Walter E. Truemper	Feb. 20, 1944 - Leipzig, Germany
Lt Col Leon R. Vance Jr.	June 5, 1944 - Wimereux, France
TSgt Forrest L. Vosler	Dec. 20, 1943 - Bremen, Germany
Brig Gen Kenneth N. Walker	Jan. 5, 1943 - Rabaul, New Britain
Maj Raymond H. Wilkins	Nov. 2, 1943 - Rabaul, New Britain
Maj Jay Zeamer Jr.	June 16, 1943 - Buka, Solomon Islands

C-123 PROVIDER MEMORIAL



The C-123 aircraft was used extensively during peacetime operations and during the Southeast Asia Conflict in a multitude of roles which included tactical airlift, Ranch Hand (Aerial Spray), Candlestick (Night Illumination), and Blackspot (Sensor) missions, all of which complemented the Air Commando/Special Operations mission.

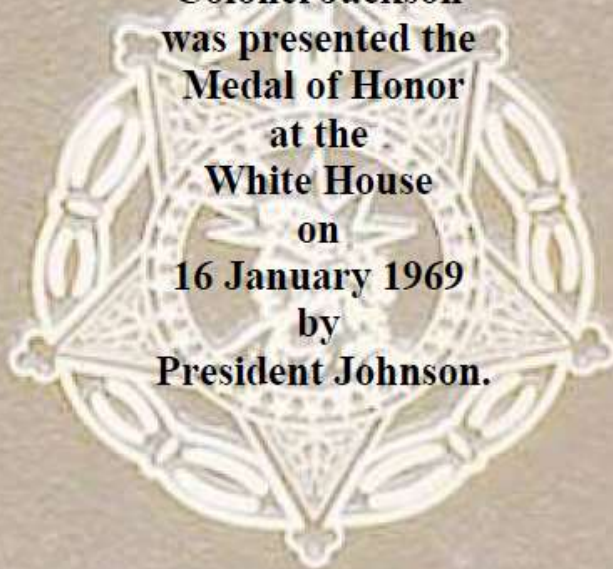
This aircraft memorial is dedicated to those who maintained and flew the C-123 in the defense of freedom. It especially commemorates those who selflessly gave their lives to preserve the ideals of freedom loving people everywhere.

Dedicated 11 October 1981

**LIEUTENANT COLONEL
JOE MADISON JACKSON
311TH AIR COMMANDO SQUADRON
MEMORIAL**

Lieutenant Colonel Jackson was the aircraft commander of an unarmed C-123 transport flying a tactical emergency evacuation mission to rescue three remaining survivors at the Special Forces camp at Kham Duc, Republic of Vietnam, on 12 May 1968. The camp had been completely overrun and was in control of hostile forces. Intense automatic weapons fire was directed at his aircraft on the landing approach, while on the ground, and during take-off, in addition to the rocket and mortar barrage which rained down while the survivors were boarding. Colonel Jackson's single-minded dedication, courageous determination and extraordinary heroism succeeded in rescuing these survivors under the most hostile conditions.

**Colonel Jackson
was presented the
Medal of Honor
at the
White House
on
16 January 1969
by
President Johnson.**



***A Grateful Nation Remembers* MISSING IN ACTION MEMORIAL**



Dedicated to the missing in action, America's sons and daughters, brothers and sisters, who sacrificed to ensure the United States, the world's bastion of freedom, continues to flourish. Their devotion to duty, honor, and country will never be forgotten by the American people. This memorial honors the covenant between those heroes who put service before self and their loved ones left behind.

"Then I heard the voice of the Lord saying, 'Whom shall I send? Who will go for us? Here I am, I said: Send me!'" Isaiah 6:8-9

COMBAT CONTROL TEAMS



"Yet want they neither recompense
 Nor praise
 Nor to be mentioned in another breath
 Than their living comrades
 Whose great days it was their pride
 To share,
 Ay share
 Even to the death."

OUR FALLEN COMRADES

TSgt Richard L. Foxx Killed in Action South Vietnam 15 Oct 1962	MSgt Charles A. Paradise Killed in Action Bao Loc, South Vietnam 4 Sept 1967
A1C William E. Jerkins Killed in Action Bao Loc, South Vietnam 4 Sept 1967	Sgt Paul L. Foster Missing in Action Laos 29 Dec 1967
A1C Andre R. Guillet Missing in Action Laos 18 May 1967	TSgt Fredrick L. Thrower Killed in Action Bao Loc, South Vietnam 4 Sept. 1967
A1C L. J. Gauthier Missing in Action Bao Loc, South Vietnam 4 Sept 1967	

C-47 SKYTRAIN MEMORIAL



This memorial is dedicated to the tradition, courage, and sacrifice of those who value her in the defense of this nation.

Of all the airplanes ever built, the C-47 has far surpassed the others in faithful service, dependability, and achievement.

Affectionately known as the "Gooney Bird," she was used extensively in World War II, the Berlin Airlift, Korea, and Southeast Asia.

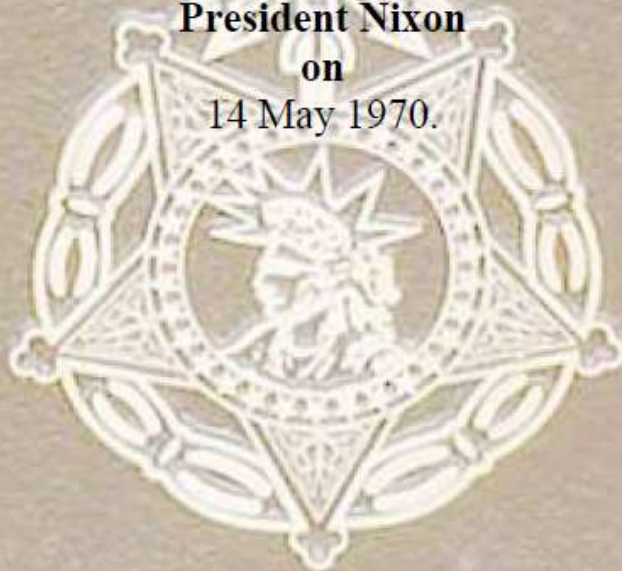
This Grand Old Lady has been shot up, shot down, bent almost beyond recognition, but never obliterated. Born in the days of wooden propellers, she is still flying.

Dedicated 9 June 1973

**AIRMAN FIRST CLASS JOHN LEE LEVITOW
3RD SPECIAL OPERATIONS SQUADRON
MEMORIAL**

Airman First Class John Levitow was a loadmaster aboard a C-47 gunship on a night combat air patrol mission near Long Binh Army Post, Republic of Vietnam, 24 February 1969. His aircraft was hit by enemy ground fire. The enemy fire wounded half the crew, caused the aircraft to go out of control, and released an activated aerial flare within the plane. Though badly wounded and in great pain, Airman Levitow dragged himself forward, fell on the smoking flare and then hurled it from the aircraft just before it ignited. His quick and decisive action at the risk of his own life saved the airplane and the lives of his comrades.

**Airman Levitow
was awarded the
Medal of Honor
by
President Nixon
on
14 May 1970.**



BIRD AIR MEMORIAL

William Bird founded Bird Air in 1960 to support Special Operations Forces stationed in Southeast Asia. From 1960 until US withdrawal in April 1975, Bird Air and its complement of brave and skillful pilots flew many overt and covert missions in Vietnam, Cambodia, Laos, and Thailand. The CIA sponsored some operations, but many of these missions supported American special operations involved in the Vietnam War.

Between 1963 and 1965, Bird's aircrews supported Hmong tribesmen fighting in Laos and flew missions with the Royal Laotian Army. These missions earned Bird's pilots the respect of these fierce operatives working as US allies.

In 1965, Bird's pilots and crews flew their most notable mission, the Cambodian Airlift operation. Their chief objective was to resupply Phnom Phen after it was cut off and isolated by enemy forces. Many planes and crewmembers were lost in this mission.

Today William Bird and the members of his crack airlift company are regarded as legendary figures. Their fearless knack for flying into the most perilous mission "any time...any place" is a hallmark of Special Operations aviation history.

MONTAGNARD MEMORIAL

Dedicated to
"The Forgotten Army" –
the Montagnard soldiers of Vietnam

The Dega people (termed Montagnard or "Mountaineers" by the French) of Vietnams' central highlands, was one of our most loyal and endearing allies. They fought and died by the thousands alongside U.S. Army Special Forces from 1960 until 1975. Recognized as fierce, courageous fighters, the Montagnard fought bravely along side American forces during some of the most hazardous operations.

Montagnard continued fighting for 11 years until 1992, 7 years after U.S. withdrawal.

HMONG SPECIAL GUERRILLA UNITS MEMORIAL

During the Vietnam War between 1961 and 1975, Hmong Special Guerrilla Units (SGU) were defacto commando warfighters who sacrificed their lives to rescue American forces and protect Laos against North Vietnamese expansion. The Hmong, which means "Free People," were rugged Laotian hill tribesmen noted for their warrior tradition, loyalty, commitment, and bravery.

The Hmong were among America's staunchest and heroic allies. Hmong units were credited with rescuing hundreds of US airmen and soldiers, often under the most difficult of circumstances. Fighting along side the U.S. Air Commandos, Special Forces, Ravens, Air America, and the CIA, Hmong forces bore the brunt of ground fighting and casualties in support of American forces in MR2.

Under the command of General Vang Pao, Chief Operations Strategists Colonel Shoua Yang, and other courageous leaders, SGUs diverted front line NVA divisions and supplies from the war effort in South Vietnam. They served as the primary anti-Communist force in Laos. By war's end, the Hmong were virtually annihilated protecting Laotian sovereignty. Today their legacy remains as a formidable commando fighting force with a valiant record of combat service.

AIR AMERICA MEMORIAL

Air America's origin dates back to the secret CIA purchase of Civil Air Transport (CAT) assets in August 1950. Air America/CAT operations were initiated in response to covert transportation requirements during the Chinese Civil War and Korean conflict. Air America operations continued throughout the Vietnam War, ceasing in 1976.

In the 1960's and 70's, when communists troops from North Vietnam spread into Laos, Air America transported tens of thousands of troops and refugees, flew emergency medevac missions, search-and-rescue missions, covert insertion/extraction of personnel, nighttime airdrops, conducted photo reconnaissance, and numerous clandestine nighttime missions. Air America/CAT 300 plus pilots, copilots, flight mechanics, and airfreight specialists recruited from all U.S. military services and commercial airlines were true professionals and performed superbly for the CIA.

In all, 100 Air America personnel lost their lives in South East Asia. Without Air America's presence, the CIA's effort could not have been sustained, and the U.S. might have been forced to introduce military troops into Laos. Air America's dedication to the "secret war" fought in Laos is not forgotten.



MEDAL OF HONOR RECIPIENTS VIETNAM

Capt Steven L. Bennett	June 29, 1972-Quang Tri, S. Vietnam
Col George E. Day	Conspicuous Gallantry While POW
Maj Merlyn H. Dethlefsen	March 10, 1967-Thai Nguyen, N. Vietnam
Maj Bernard Fisher	March 10, 1966-A Shau Valley, S. Vietnam
A1C William H. Pitsenbarger*	April 11, 1966-Bin Ba, S. Vietnam
1Lt James Flemming	Nov. 26, 1968-Duc Co, S. Vietnam
Lt Col Joe Jackson	May 12, 1968-Kham Duc, S. Vietnam
Lt Col William Jones III	Sept. 1, 1968-Dong Hoi, N. Vietnam
A1C John Levitow	Feb. 24, 1969-Long Binh, S. Vietnam
Capt Lance P. Sijan	Conspicuous Gallantry While POW
Lt Col Leo K. Thorsness	April 19, 1967-N. Vietnam
Capt Hilliard A. Wilbanks	Feb. 24, 1967-Dalat, S. Vietnam
Capt Gerald O. Young	Nov. 9, 1967-Da Nang Area, S. Vietnam

* Awarded posthumously on December 8, 2000, by Secretary of the Air Force F. Whitten Peters to William F. Pitsenbarger, the father of A1C Pitsenbarger



AC-130A SPECTRE



The AC-130 Spectre gunship evolved into the most heavily armed aircraft in history. It has a distinguished history and was used extensively in a multitude of roles during the Vietnam conflict. The AC-130 also flew combat during the USS *Mayaguez* incident and during Operations Urgent Fury, Frequent Wind, Just Cause, and Desert Storm. This aircraft memorial honors tradition, courage, and sacrifice of the personnel who maintained and flew Spectre gunships in the defense of freedom and especially commemorates all aircrew members who gave their lives flying in defense of freedom loving people everywhere.

Dedicated March 1995

OPERATION JUST CAUSE MEMORIAL



On 20 December 1989, U.S. Forces invaded Panama and ousted dictator Manuel Noriega in order to reestablish democracy. Air Force special operations active, reserve, and guard units supported conventional and special operations forces in a crucial role throughout the operation. Special tactics combat controllers and medics provided vital support to combat units. The plan called for 26 separate and simultaneous raids, air drops, or attacks at 11 different locations. This AC-130A "Spectre" Gunship #509 of the Air Force Reserve 919th Operations Group, 711th Special Operations Squadron, flew combat missions every night and day of the operation. All combat missions were accomplished without loss of aircraft or personnel.

A-37 DRAGONFLY

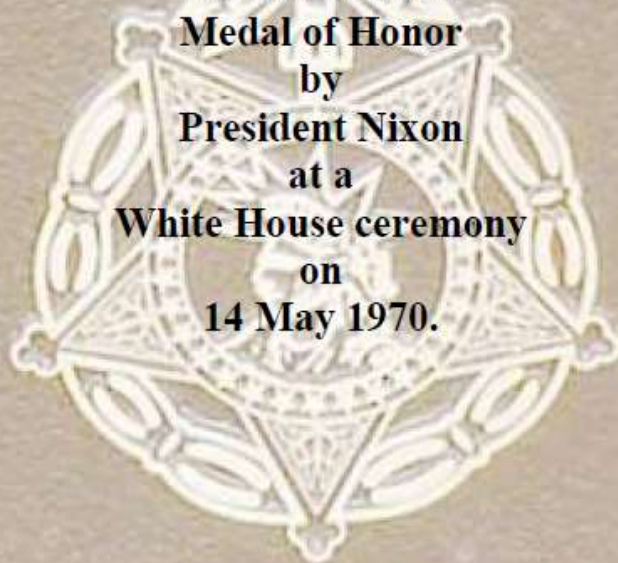


The A-37 DRAGONFLY began service with USAF as a trainer in the 1950s. The A-37 made its debut with the Special Operations when the USAF needed this low cost, high efficiency jet to deal with increased guerilla activity around the world. In 1967 A-37s were modified for attack duties and assigned to the 604th Air Commando Squadron, Bien Hoa, Vietnam. Following a brief period of flight testing, commandos were flying armed and visual reconnaissance missions and night interdiction raids. The first A-37s arrived at Hurlburt Field in 1969, where training was conducted for the USAF and the DOD's Military Assistance Program. A-37s remained in the USAF's active arsenal into the 1990s. This memorial is dedicated to the personnel who flew and maintained the A-37, especially those who lost their lives in service of the nation.

**FIRST LIEUTENANT JAMES P. FLEMING
20TH SPECIAL OPERATIONS SQUADRON**

First Lieutenant Fleming was the aircraft commander of a UH-1F transport helicopter near Duc Co in the republic of Vietnam's central highlands, 26 November 1968. He unhesitantly flew to the aid of a six-man Special Forces Long Range Reconnaissance Patrol in danger of being overrun by a large, heavily armed hostile force. Lt Fleming descended twice in his lightly armed helicopter through a barrage of enemy fire to rescue the beleaguered patrol. Each time, he had to balance his helicopter, on the bank of a river with its tail boom hanging over open water. With complete disregard for his own safety and life, he remained in this exposed position, with bullets smashing through his windscreen, until the entire patrol could board his helicopter.

**Lieutenant Fleming
was awarded the
Medal of Honor
by
President Nixon
at a
White House ceremony
on
14 May 1970.**



UH-1P HUEY



The UH-1P was flown by the men of Project "Lucky Tiger" and the 14th Air Commando Wing "Green Hornets" in the Southeast Asia Conflict.

This aircraft memorial honors the tradition, courage, and sacrifice of the personnel who maintained and flew Special Operations helicopters in the defense of freedom. It especially commemorates all those aircrew members who selflessly gave their lives in combat to preserve the ideal that we and freedom loving people throughout the world so highly cherish.

Dedicated 11 October 1981

AT-28D TROJAN



First strike aircraft assigned to Special Operations Project "Jungle Jim."

First Special Operations aircraft to fly combat in Southeast Asia.

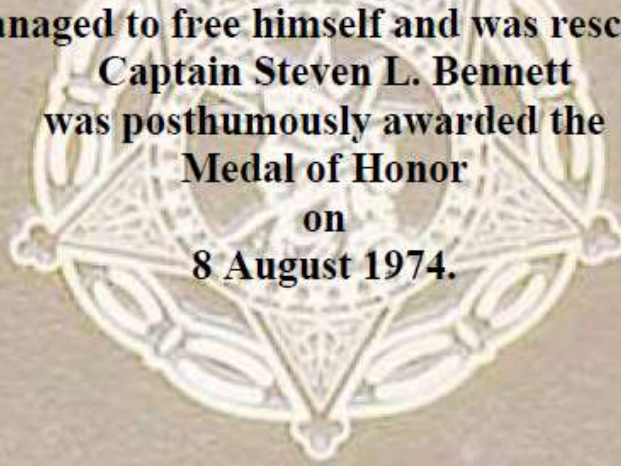
This aircraft memorial is dedicated to the pilots of the United States and over 18 allied nations that have flown the T-28 in defense of freedom. It especially commemorates those who selflessly gave their lives to preserve the ideals of freedom loving people everywhere.

Dedicated 9 June 1973

CAPTAIN STEVEN L. BENNETT
20TH TACTICAL AIR SUPPORT SQUADRON

On 29 June, 1972, Captain Steven L. Bennett and a Marine observer were flying near Quang Tri, Republic of Vietnam. Responding to a call from a South Vietnamese unit pinned down by the enemy, he requested tactical air support, but none was available. Captain Bennett elected to strafe the enemy positions, and made four successful attacks in his lightly armed OV-10 BRONCO. On his fifth strafing pass the aircraft was hit by a surface-to-air missile that severely damaged the left engine and landing gear. Captain Bennett had determined that an emergency landing was impossible when he was advised that his observer's parachute was shredded by the exploding missile. His own parachute was undamaged, but Capt Bennett knew that if he ejected, the observer would have no chance of survival. He made the decision to crash land his burning aircraft in the sea, fully aware that no pilot ever ditched an OV-10 and lived through it. Upon contact with the water, the aircraft cartwheeled, crushing the front cockpit, making escape for Capt Bennett impossible. The observer managed to free himself and was rescued.

**Captain Steven L. Bennett
was posthumously awarded the
Medal of Honor
on
8 August 1974.**



OV-10 BRONCO



The OV-10 BRONCO was built by North American Rockwell and 157 were delivered to the USAF beginning in 1968. It arrived in Southeast Asia the same year and soon proved a rugged and reliable Forward Air Control (FAC) aircraft. Powered by two turboprop engines, the highly maneuverable BRONCO featured ejection seats, five radios, a large cargo compartment, and superb cockpit visibility. Four light machine guns and five weapon stations capable of delivering a variety of ordnance gave the OV-10 a limited attack capability. The 230 gallon external centerline fuel tank provided a range of over 1,000 miles and maximum flight duration of up to six hours. Normally flown by a single FAC, the rear seat was often occupied by an observer, interpreter, or Pave Nail operator on those aircraft equipped laser designator equipment. During the Southeast Asia war, all OV-10 FAC training was conducted at Hurlburt Field. The Air Force retired the OV-10 in September 1991. This aircraft was dedicated in the Air Park on 23 September 2000.

Operation ASSURED RESPONSE

In April 1996, Special Operations Command Europe (SOCEUR) responded to a crisis in Liberia, where civil war endangered Americans and other foreign nationals. The US deployed forces quickly to save lives, protect the American Embassy, and initiate a noncombatant evacuation operation. The only integrated force with its own aircraft and strike force ready and available was SOCEUR. On 7 April 1996, Special Operation Forces (SOF) launched an MC-130H for Sierra Leone, the intermediate staging base for Operation ASSURED RESPONSE. Using MH-53J helicopters of the 20 SOS, supported by tankers from the 67 SOS, SOCEUR sent SEALs and then Special Forces to provide security for the US Embassy and implement an orderly evacuation of Americans and third country nationals. AC-130Hs from the 16 SOS provided close air support, while MC-130s from the 7 and 8 SOS provided fixed-wing evacuation. At the close of the operation, SOF had evacuated 436 Americans and 1,677 foreign nationals.

Operations in Bosnia-Herzegovina 1993-1998

Operations in Bosnia-Herzegovina took on many different names between 1993-1998. Whether it was Operation JOINT ENDEAVOR, JOINT GUARD, DENY FLIGHT, DELIBERATE FORCE or JOINT FORGE, the special operations mission remained relatively unchanged. Located at San Vito Air Station, near Brindisi, Italy, the Joint Special Operations Task Force 2 (JSOTF 2) completed the following missions: combat search and rescue; fire support, and search and rescue.

Special Operations initially became involved in these peace efforts in February 1993 when the JSOTF 2 was established. Elements of the 16 SOW and 352 SOG shared responsibilities for operations and aircraft deployment, providing continuous support to U.S. and NATO personnel until late 1998.

Operation UPHOLD DEMOCRACY

Operation UPHOLD DEMOCRACY was the name given to the restoration of the democracy in Haiti. The US, expecting civil unrest and military opposition, deployed a large force to the area, which could overcome any opposition and restore order to Haiti.

The 16th Special Operations Wing deployed aircraft and personnel of the 9, 15, 16, and 20 SOS to Guantanamo Bay, Cuba. The 9 SOS with MC-130Ps, provided refueling capabilities for the 20 SOS MH-53s. The 919 SOW contributed AC-130As of the 711 SOS and provided close air support capabilities along with AC-130Hs of the 16 SOS. The MC-130Hs of the 15 SOS were tasked to perform leaflet drops in support of psychological warfare operations and the 193 SOG employed EC-130E aircraft to broadcast radio and television messages to the citizens.

The impending invasion eventually became a large-scale humanitarian mission, with the U.S. forces landing on 19 September 1994.

Operation RESTORE HOPE

Violence in Somalia was precipitated by a series of civil war, famines, and disease which cost the lives of an estimated 350,000 people. In December 1992, US troops were sent to help contain the lawlessness in Somalia and create a safe environment for relief workers and humanitarian supply delivery.

The 16 SOS deployed four AC-130H gunships to Djibouti, 7 June to 14 July 1993. The gunships flew numerous missions over Mogadishu, guided by Air Force Special Tactics personnel. They attacked weapons storage areas, tank and armored vehicle compounds, and several key radio stations, forcing General Mohammed Aideed and his supporters underground.

Special Tactics personnel remained in Somalia after the gunships departed, becoming part of Task Force RANGER. On October 3-4, 1993, teams assaulting a rebel stronghold engaged in a fierce firefight to rescue the crews of two MH-60 helicopters that were shot down. The heroic actions of these special tactics personnel earned TSgt Timothy Wilkinson the Air Force Cross, two members the Silver Star, and eight others the Bronze Star.

The gunships returned to Africa shortly after this and maintained a presence until the withdrawal of U.S. troop in 1995. Sadly, one gunship, JOCKEY 14, crashed during operations in March 1994 with the loss of eight personnel.

DESERT SHIELD and DESERT STORM

From early 1990 to late February 1991, AFSOC participated in Operations DESERT SHIELD and DESERT STORM, the protection of Saudi Arabia, and the liberation of Kuwait.

Active duty, Air Force Reserve, and Air National Guard components of AFSOC all deployed to Saudi Arabia and Turkey. The 1 SOW with its AC-130s, HC-130s, MC-130s, HM-53s, and MH-60s; the 193rd Special Operations Group (Penn ANG) with its EC-130s; and the 919th Special Operations Group (USAF Reserve) with its AC-130s and HH-3s, all deployed south of Kuwait. The 39 SOW deployed north of Iraq with its HC-130s, MC-130s, and MH-53s. Special Tactic personnel operated throughout the theater on multiple combat control or medical missions.

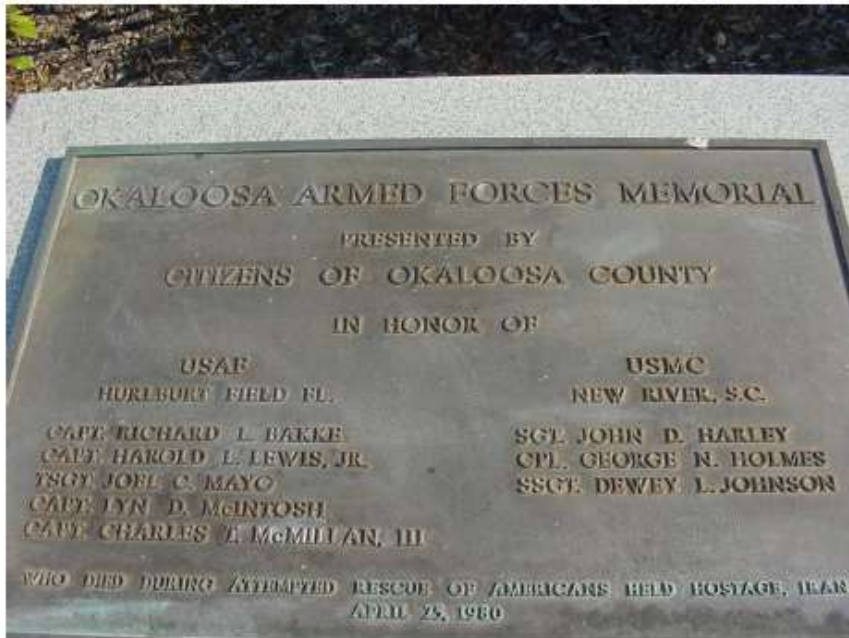
At 0212 hours, 17 January 1991, elements of the 20 SOS flying MH-53s, along with Army APACHE helicopters, successfully destroyed Iraqi Command and Control sites. Because of the air commandos' huge success in piercing the enemy radar screen, the initial air assault in Operation DESERT STORM was successful. Going through undetected, hundreds of allied aircraft dropped thousands of bombs on Baghdad before the Iraqis knew what hit them.

Sadly, one aircraft and crew was lost during a close-air support mission. An AC-130, SPIRIT 03, was defending a Marine unit when it was struck by a surface-to-air missile.

Operation PROVIDE COMFORT

Operation PROVIDE COMFORT began in April 1991 as a humanitarian effort to help an estimated 800,000 Iraqi Kurds who, fearing the Iraqi government's wrath for their rebellion, fled into the northern mountain region of Iraq and were dying at a rate of 7,000-10,000 per day. The final task of returning the refugee population home was achieved by creating a safe haven in a security zone, restoring basic services in the communities, and assisting the Kurds in repairing their homes. The second phase of PROVIDE COMFORT, known as PROVIDE COMFORT II, had a residual force of less than 5,000 Combined Task Force (CTF) personnel from six coalition nations. The CTF consisted of an air component of fixed wing assets based at Incirlik AB, Turkey, a Joint Special Operations Task Force (JSOTF) providing personnel recovery capability also based at Incirlik, and a ground component of helicopters, infantry, and support forces based at Batman and Silopi in southeastern Turkey. The 55 SOS deployed to Incirlik AB between 5 October 1991 and 19 August 1992 with four MH-60 PAVE HAWK helicopters.

OKALOOSA ARMED FORCES MEMORIAL



Presented by Citizens of Okaloosa County in Honor of	
USAF Hurlburt Field, FL Capt Richard L. Bakke Capt Harold L. Lewis Jr TSgt Joel C. Mayo Capt Lyn D. McIntosh Capt Charles T. McMillian III	USMC New River, SC Sgt John D. Harley Cpl George N. Holmes SSgt Dewy L. Johnson
Who died during attempted rescue of Americans held hostage, Iran April 25, 1980	



HURLBURT FIELD STAINED GLASS MEMORIAL

ARTIST'S CONCEPT

In the left hand corner, perched atop the 1st Special Operations Wing insignia sits the American bald eagle. In its beak it holds a fragment of yellow ribbon which depicts the nation waiting.

Curving outward from this area is a rainbow of color within which can be seen eight translucent diamonds. These indicate the course of eight men's lives. The rainbow ends in an eight pointed abstract starburst which symbolizes the uniting of the eight lives in death.

Man's love of God and his fellow man is shown in the spreading curvature of colors radiating outward from the starburst.

DESIGN ARTIST: Jack Larusso, Ft Walton Beach

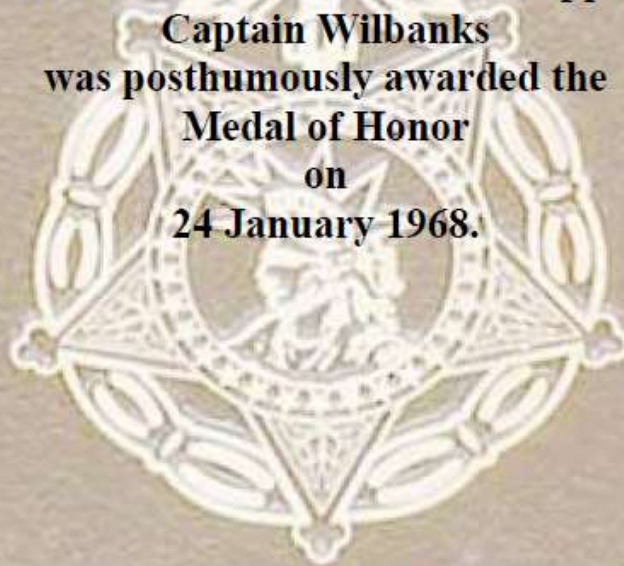
STAINED GLASS ARTISANS: Jerry & Dorothy Milton, Ft Walton Beach

CAPTAIN HILLIARD A. WILBANKS
21st TACTICAL AIR SUPPORT SQUADRON

On the evening of 24 February 1967, Captain Hilliard A. Wilbanks was flying his 488th combat mission as a Forward Air Controller. While covering South Vietnamese Army Rangers and their American advisors in his O-1E BIRD DOG, he discovered a well-concealed enemy force about to ambush lead elements. He radioed a warning and called for tactical air support. With their trap compromised, the enemy launched an assault and trained heavy machine gun fire on Capt Wilbanks.

Disregarding the threat, he continued marking targets for helicopter gunships until they were forced to withdraw. Then, with no other option available, and determined to distract the attackers, he flew low over the battlefield while firing a rifle from the window of his aircraft. This courageous action finally disrupted the attack, allowing the Rangers to escape. On his final pass, Capt Wilbanks was mortally wounded and his bullet-riddled aircraft crashed between opposing forces.

Captain Wilbanks
was posthumously awarded the
Medal of Honor
on
24 January 1968.



O-1E



The O-1 was two-seat observation aircraft built by Cessna, first delivered to the Air Force in 1957. These planes were used extensively in Southeast Asia as Forward Air Control (FAC) aircraft. Underwing pylons held smoke rockets, which were used to identify enemy positions for incoming fighter aircraft. This tactic was extremely effective against the Vietcong and North Vietnamese until they acquired shoulder fired missiles. O-1s were assigned to Hurlburt Field from 1963 to 1971, when they were phased out in favor of the O-2 and OV-10. This O-1E was installed in the Air Park on 20 October 1973.

THE FORWARD AIR CONTROLLER

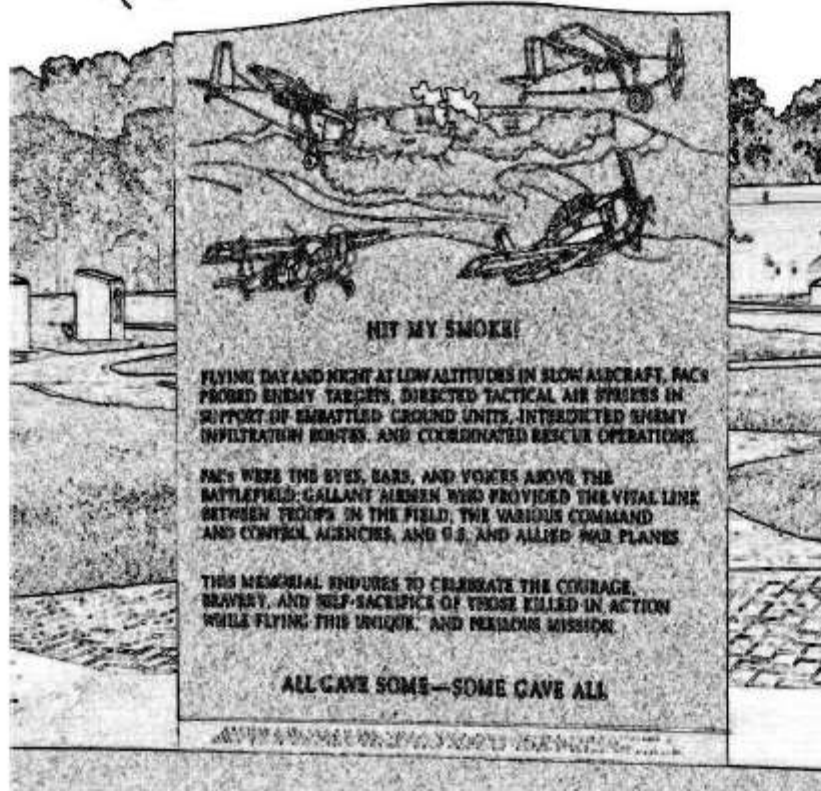


This memorial is dedicated to honor those special aviators who lost their lives during the Southeast Asia War while serving as Forward Air Controllers (FACs) in the O-1, O-2, OV-10, U-10, U-17, PC-6, and T-28 aircraft.

From 1962 through the end of formal hostilities in 1975, thousands of USAF officers trained at Hurlburt Field in these aircraft. Flyers of all ranks and backgrounds learned the basics of aerial reconnaissance, airpower employment, command and control, damage assessment, and search and rescue operations.

Once deployed, they were assigned to Air Commando detachments, the 504th Tactical Air Support Group, and the 19th, 20th, 21st, 22nd, and 23rd Tactical Air Support Squadrons.

HIT MY SMOKE!



Flying day and night at low altitudes in slow aircraft, FACs probed enemy targets and directed tactical air strikes in support of embattled ground units, interdicted enemy infiltration routes, and coordinated rescue operations.

FACs were the eyes, ears, and voices above the battlefield; gallant airmen who provided the vital link between troops in the field, the various command and control agencies, and U.S. and allied war planes.

This memorial endures to celebrate the courage, bravery, and self-sacrifice of those killed in action while flying this unique, and perilous mission.

ALL GAVE SOME—SOME GAVE ALL

O-2 SUPER SKYMASTER



The O-2A SUPER SKYMASTER was a push-pull, twin-engine, three-seat, militarized version of the Cessna 337A SKYMASTER. Affectionately known as the "Oscar Duck." This rugged aircraft was flown throughout Southeast Asia in a variety of Forward Air Control (FAC) roles, including directing air strikes and reconnaissance over the Ho Chi Minh Trail. Its four underwing hard points were capable of carrying a variety of rocket launchers and flares. The O-2As standard load of 14 white phosphorous-marking rockets, combined with its increased timeover station and upgraded communication suite enhance its capability to execute the FAC mission. The O-2s updated navigation package increased its ability to operate in the adverse weather of Southeast Asia. The O-2B was modified for psychological warfare operations by adding loud speaker systems and leaflet dispensers. A total of 510 O-2As and O-2Bs were delivered to the Air Force by December 1970. All O-2 FAC training was done at Hurlburt Field until December 1975. This aircraft was dedicated into the Air Park in October 1982.

U-10A



The U-10A, originally developed for the CIA, entered the Air Force inventory in 1958. With 231 square feet of wing surface area, and large flaps that covered three-fourths of the wing's trailing edge, this plane had superb Short Take-Off and Landing (STOL) capabilities. The SUPER COURIER carried up to four passengers, and was used as counterinsurgency troop carriers, for psychological warfare operations, airborne relay station duty, and search and rescue. Modifications included a drop ramp, floats for water landings, and airborne speakers. This plane was assigned to Hurlburt Field from 1964 until its retirement in 1971. It was dedicated in the Air Park on 20 October 1973.

MC-130 Combat Talon Monument

Front



This memorial is dedicated to the memory of the MC-130 COMBAT TALON aircrew members who made the ultimate sacrifice while flying one of our military's most critical and dangerous missions. The primary objective of these worldwide missions was the clandestine infiltration, resupply, and exfiltration of US and Allied Special Operations Forces. Beginning with the first operational

missions over the jungle of Southeast Asia, valiant and dedicated COMBAT TALON airmen continue to answer their great Nation's call and execute its challenging and demanding missions; without fail. Dedicated 24 April 2015, through the efforts of the Combat Talon Memorial Foundation and the worldwide Combat Talon community.

To our fallen heroes, we humbly and proudly dedicate this COMBAT TALON Memorial.

~Emblems depicted are unit moral/squadron patches~

Rear

Here am I; Send Me. Isaiah 6:8

29 Dec 1967, North Vietnam, MC-130E, ACFT 64-0547

SSgt Gean P Clapper, Maj Charles P Claxton, SSgt Edward J Darcy, SSgt Wayne A Eckley, Lt Col Donald E Fisher, TSgt Jack McCrary, Capt Edwin N Osbourne Jr, Capt Frank C Parker III, Capt Gerald G Van Buren, Capt Gordon J Wenaas, Sgt James R Williams

5 Dec 1972, South Carolina, MC-130E, ACFT 64-0558

TSgt Claude L Abbot, Capt John R Cole, Capt Marshall J Dickerson, TSgt Robert E Doyle, A1C Gerald K Fause, Lt Col Donald E Martin, SSgt Gilmore A Mickley Jr, Capt Douglas S Peterson, Capt Louis R Sert, 2Lt Douglas L Thierer, Maj Keith L Van Note, SSgt Billy M Warr Sr

25 Apr 1980, Iran, MC-130E, ACFT 62-1809

Capt Richard L Bakke, Capt Harold L Lewis Jr, TSgt Joel C Mayo, Capt Lyn D McIntosh, Capt Charles T McMillan II

26 Feb 1981 Philippines, MC-130E, ACFT 64-0564

TSgt Stephen A Blyler, TSgt Barry R Chumbley, SSgt John T Felton, Maj James M Kirk, TSgt Gary W Logan, Capt Norman L Martel, Capt Thomas D Patterson, Capt Gregory S Peppers

12 Jul 2002, Afghanistan, MC-130H, ACFT 84-0475

TSgt Sean M Corlew, SSgt Anissa A Shero

7 Aug 2002, Puerto Rico, MC-130H, ACFT 90-0161

Maj Michael J Akos, 1Lt Nataniel D Buckley, Capt Christel A Chavez, Maj Gregory W Fritz, TSgt Robert S Johnson, SSgt Shane H Kimmet, SSgt Robert J McGuire Jr

31 Mar 2005, Albania, MC-130H, ACFT 87-0127

Capt Todd R Bracy, Capt James S Cronin, CMSgt Lawrence B Gray, TSgt James P Henry, Capt Surender D Kothakota, TSgt Glenn P Lastes, 1Lt Ray C Owens Jr, SSgt Patrick R Pentico, Capt Gil C Williamson

COMBAT TALON Units:

Det. 1-314 TCW * 15 ACS * 15 SOS * 90 SOS * 1 SOS * 7 ACS * 318 SOS * 8 SOS * 711 SOS

